The New-York Times.

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THE GOLDEN COAST.

Steamer Day — Californians Coming Home — The Currency — Experiences with Mining Stock—Miscellaneous.

From Our Own Correspondent.

San Francisco, Wednesday, Nov. 29, 1865.

"Steamer day" is peculiarly a Californian institution. It is not, as might at first be supposed, the day on which the steamer sails, but the preceding one. Bankers and merchants are then as busy as bees with their remittances, and correspondents are equally busy with their letters. You hear on every side the scratching of pens, collecting clerks are running to and fro with bags of coin in their hands, and if you owe any one ten dollars or ten cents, look out for a dun on "steamer day." Very little faith is put in the overland mail, and the business man would about as soon think of intrusting a remittance or an important paper to a wheelbarrow as to one of its coaches. It is curious to see that even women have their steamer days—the housewife leaving her knitting and cooking, the fashionable lady forsaking her promenade—all because they have letters to write. I venture the assertion that even the most marrying young lady would postpone an answer to the most eligible offer for a settlement in life until after the mail was closed and the paddle-wheels of the outbound vessel were in motion. Indeed, it has passed into a proverb, so that we say when a man is hurried or pressed, "It is steamer day with him."

It is fortunate that we have these arrivals and departures, to break the otherwise dull monotony of life hereaway. The friends that come and the ones that go are to be congratulated and shaken hands with. The papers are to be read and the news discussed, letters opened and answered, so that one feels inclined to bless the man who first invented steamers.

The last arrival brought an immense number of Californians home. Some had been to Paris, some had been sojourning in New-York, and all had been having a good time. As a general thing they expressed themselves as glad to get back, but a few were forced to confess after a diligent cross-questioning that they thought they could enjoy themselves quite as well in other parts of the world as in San Francisco. It cannot be denied, however, that to the "'40 miner" there is no place like California. The reason of this is obvious. Sixteen years of isolation upon the coast have made them a part of it. Friends at the East are dead or forgotten and they find themselves among strangers when they revisit home. And another annoying thing, they wholly lose their individuality in the large cities of the Atlantic side or Europe. Here the "'40 miner" is known from one end of the State to the other, if he be a man of any note at all—yes, his fame travels even to Vancouver's Island. He knows every one on the street in San Francisco, and after ten days' absence cannot walk down Montgomery-street on his return without getting a dozen invitations to drink. Traveling through the interior he finds acquaintances in every town, and the sight of his name on a hotel register is sufficient to insure the best accommodations and all that the house can offer. If disposed to go on a "spree" he can let himself out with perfect safety and "go the rounds" with the assurance that he can see all there is to be seen and take a hand in all that is going on, with a certainty of bringing up all right in the end. In New-York, for instance, it is very different. Letting himself out there he is tolerably certain of bringing up in a station-house before he has got well started, and that consummation is not peculiarly pleasant. He puts up at one of the hotels and no one knows him; he walks down Broadway and not a soul speaks to him; he may dress as he pleases and no one notices him. He finds it in vain to try to make a sensation or cause his presence to be sensibly felt without violating some written or unwritten law which places him in an ungraceful position. In short, he very soon learns that he is not an all-important cog-wheel in the machinery of the universe, and so turns with gladness to the smaller system where he at least plays the part of a fly-wheel.

Our returned Californians report plenty of money at the East, such as it is, and the liveliest time imaginable. But they detest greenbacks and the postal currency, and express a preference for metallic currency, which is undoubtedly sincere. One of them told me that riding up Broadway in an omnibus, in attempting to pay his fare, a whole hat full of postage stamps blew out of the window. You would be amused to see the delight of your people when they first come out here and touch our jingling gold and silver. Knowing that at home it is worth a premium they are very loth to spend it at par. I well recollect my experience. Three drinks for a quarter was the rule, even in the best regulated saloons at the East, and when I invited a few friends in to "irrigate" after coming off the steamer, and was obliged to put down two bits for each invigorator, it looked like the most shameful extravagance in life. And the same with cigars. Four for a quarter was considered a rather reckless extravagance in New-York, and consequently three for a half, the regular lay out hereaway, inspired me with a sudden resolution to quit smoking. I thought I'd lay by all my spare lucre to spend where it would go further and bring a premium. But, alas, for the brittleness of all human resolutions—especially when economy is involved. Before a fortnight had gone over my head, gold and silver were on a level with postal currency in my estimation, and I had already acquired the Californian virtue of buying whatever I wanted without asking the price. This was rather making a virtue of necessity, for the prices of things were so startling that one could not well resolve to make a purchase if he studied long about it. For a common brass watch-key, (one of your three centers,) they struck me for two bits, and a silk hat, ordered immediately on my arrival, came home with a c. o. d. bill for $8. The same style of hat was made to order in New-York for me for $4! and at that time gold was was at 173 with you. You can well imagine then that I determined to buy very few hats here, for $8 in gold was equivalent to $14 in greenbacks, which would buy about three hats and a half at the time I left New-York. But now, they tell me, prices have so advanced with you that goods are sold in New-York for greenbacks at about the same price they bring here in gold.

Contrasting the period of my arrival here with the present time I can scarcely realize that it is the same city. Then the quartz-mining excitement was at its height; Gould and Curry was selling at $5,000 a foot, and other mining stocks in proportion. The list of new mining companies organized filled about a half column daily in the newspapers. All of Nevada was staked out into mining claims. People bought anything and everything. It was only necessary for a man to tumble over a boulder to make his fortune, for he could straightway come into town, report that he had found a lead averaging a few thousand dollars to the ton, and sell out at any price he pleased. Oh, what fortunes were lost in those days—sunk bodily in the earth, to the benefit of nobody, but the impoverishment of the whole community. Tunnels were run through mountains of perfectly barren rock, shafts were sunk nearly to the centre of gravity in the hope of finding pay ore, and all with no result but ruin to the stockholders. The whole Territory of Nevada looks now as though it had been bored over by gigantic gophers. When it is considered how many holes one can dig in the earth's surface without finding gold, it is no longer surprising that so many failures have been made. I have, packed away in my trunk, enough "feet," gifts from friends, to make me a millionaire had they ever risen to the average value of five cents a foot. And there is not a claim among them all which was not valuable in the mind of the discoverer, and of which the assurance was not given that in a short time it would be worth more than Gould and Curry—the latter being the mine by which the value of all others was measured.

It was my misfortune to strike this country when everything was at full tide, and consequently I suffered by the ebb. The first thing I bought was "Daney"; that was paying $14 a foot per month, and was selling at $350. I bought four feet on the assurance of a friend that in three months it would be worth a thousand. I got one dividend, after which it was discovered that the dividend was "evoked"—in other words, money was borrowed to pay it—and the directors sold out. The stock ran down to about $80 in very quick time. I paid an assessment of $10 a foot, held on, and finally sold out at $240, immediately after which the stock commenced dropping, and now, after several assessments, is worth nothing. My next operation was in Wide West. I had a friend who had the inside track on the mine. The stock had been as high as $500, and was then selling at $170. It was a "bear," every one said. On the representation that it would be worth $1,500 inside of six months, I tackled it, in company with two friends. We bought forty feet at $170, paying three dollars a foot commission. From the date of our buying, it steadily fell. We held it for nearly eight months, paying one assessment of $25 a foot, and another of $5; finally closing it out at $21. So that we were worse off by $9 a foot and eight months' interest than we would have been had we made some one a present of the stock the day we bought it. It was in that same stock that W. R. Garrison—son of C. K., the well-known steamship man, and one of the best fellows in the world—got nipped to the tune of $40,000.

It was about this time that the excitement about Mexican mines commenced, and of course I was remarkably anxious to "get even." Of Mexico we had all read as the land of gold and silver, and every one was wading in, neck and heels; and with them waded in your correspondent. The history of the whole affair would take me so long to tell, that I won't weary your readers with it. It is enough to say that El Tigre was the name of this mine, and that I got badly bitten by the animal.

Well, I got even on that Tigre affair. I went into North Potosi, and sold out at a handsome profit. But that was not enough. I got on the inside track again, and confident that another and larger rise was coming, I bought in and lost more than three times what I had before made. In that same mine, too, Billy Garrison got hugely warmed. Not only that, but confident in the fact that it was the best speculation in market, I got one of the gentlemen who lost with me in the Wide West—a dear friend of mine, and also a son of another of your steamship monarchs—to sail in. And he did sail in, buying 50 feet, at $100 a foot, and losing the whole of it, for it went down to nothing, and would have gone lower, had such a thing been possible; so that in all I made one of the best friends I ever had, and certainly almost as excellent a gentleman as ever I knew, lose about $11,000, and with no benefit to myself either. All this while I was carrying 100 feet in another Mexican mine, which had only cost me $25 a foot, and for which I was offered $110, in the assurance that it would go to $1,000 before the year was out. I have got that same stock yet, having paid assessments on it since then amounting in all to $35 a foot, and if put in the market to-day it probably would not bring $5. Still of this latter venture I have hopes, for unless every one who has ever seen the mine, and half the inhabitants of that God-forsaken country where Maximilian and Juarez hold alternate sway, lie most basely and brutally, it is a very valuable piece of property, and will eventually pay. But as yet the dividends have all been Irish ones. Two years it has been worked; it has a 20-stamp mill, with the most improved machinery, and competent and expensive miners, but the stockholders are still paying regular assessments to keep the thing going. This is not at all encouraging, but after getting in so far one cannot well let go, and so we all hang on, as one might to the tail of a skittish colt, trusting that finally we shall be dragged out of the mire. Strangely enough, in this mine, too, Garrison is interested.

Look at the prices of mining stock to-day. Gould and Curry, once worth $5,000, and paying a dividend of $150 a month, is down to $900. Savage, from $3,500, has fallen to $700. Ophir, once $4,500, after several assessments, is now $375—and so all through the list.

If you were to ask the reason of this, I should reply that the superintendents, in their anxiety to get at the golden eggs, ripped open the goose that laid them. Of the millions taken out, something over three-quarters was wasted in foolish extravagance, only the balance finding its way into the pockets of the stockholders. The mines were fairly gutted, ore being torn from the bowels of some of them at the rate of about three hundred tons a day, and worked by a process which saved not much over half the metal, or else turned over to be manipulated by custom mills, which got rich from the pickings. Oh, what times those were! I think a company could have been organized, with millions of capital, to tunnel the moon or drift through the rings of Saturn in the expectancy of finding horn silver in the centre of the planet. All was bustle, confusion and extravagance, and gold twenties could almost be picked up in the streets. But we have changed all that now; and it is pretty tight nipping on a good many sides to keep from going under.

I do not think that all men were dishonest in those flush times; and to show that many of those who should have been best advised of the impending collapse, did not dream that one was coming, it is only necessary to mention that many directors are still holding on to their stock. A very short time before the drop came, I was speaking with a gentleman, a particular friend of mine, then President of the Savage, and a large holder in Gould and Curry, regarding an investment for a mutual friend—a widow lady. I asked him if she could buy say three feet of Gould and Curry, and go to Europe with an assurance of an income from the dividends of $450 a month for a year, and no depreciation of the stock at the end of that time. He replied certainly; that he was familiar with every inch of the mine, and was confident that no four figures would express its value per foot nine months hence. He offered to bet $25,000 upon his proposition with some gentlemen who stood by, putting the money up at once. Well, very soon after the smash came, and, I tell you, it sprung his masts pretty severely, for he was carrying full sail at the time; and had he not been a practical and shrewd navigator, he would have gone by the board, and his wrecked hull would now be drifting among the breakers and brokers of Montgomery-street.

Vestvali, "the magnificent," is playing at Wheatleigh's, pending the settlement of her suit with Maguire. She appears to better advantage at the Metropolitan than she did at the Opera House, for the former is a larger theatre, and she has room to turn round upon the stage without brushing the face of the entire orchestra. She is not "drawing;" playing to the bare expenses of the house.

Bandmann had a slight row with one of the Opera House actors (Mr. Aldrich) last week. It seems that at rehearsal Mr. Aldrich and another actor were standing on the stage, talking, when Mr. Bandmann requested them to leave, as their conversation annoyed him. A sharp rejoinder was the result, whereupon Bandmann spat upon Aldrich and seized a hammer, but timely interference prevented any serious consequences. Aldrich, by the way, is quite a clever young actor, and has been engaged by telegraph by Jarrett, of the Boston Museum, at a salary of $60 a week.

We are sending you a good many good actors—better than you have set us of late. Mrs. Aggie Perry, for instance, has now the indorsement of your critic, and I notice that Frank Mayo is making a hit wherever he appears; while Mrs. Emily Jordan and Frank Lawler are starring the country with success.

The burlesque of "Arrah-na-Poke" has proved a great success, running two weeks at the Academy of Music, and bringing out on "author's night" one of the most brilliant houses ever seen in San Francisco. The author has already made about $1,200 from it—and it is to be played in Virginia City, Victoria, Portland, and through the country. Emily Thorne is playing a star engagement at the Academy; Dan Setchell managing the concern at an enormous salary. She is not drawing at all, neither last week nor this getting the houses up to a sharing point. The poor lady is decidedly disgusted with the business she finds as compared with that which was pictured to her when she made the engagement. The entire company start for the interior on Wednesday next, and I wish them better luck than they have of late had in this city.

By the way, Bandmann has brought out "The Old Corporal," (an adaptation from the French, by Ned House, of your city,) at the Opera House, quite successfully. It is drawing well, and the critics speak very favorably of it, though I have not yet found time to sit it through.

Cholera is reported in town. Four cases are said to have occurred and to have resulted fatally within the past forty-eight hours. This I do not believe. Cholera morbus is quite frequent here at this season of the year, and I apprehend that all notion of the Asiatic pestilence was begotten merely by fright. At least I hope so, for I have no desire to have a nearer acquaintance with cholera than the one that already exists.

C. H. W.

ON THE PLAINS.

A Journey to Denver via the "Butterfield Overland Dispatch."

From Our Own Correspondent.

Smoky Hill Springs, Kan., Saturday, Nov. 25.

In my last epistle, I gave an account of the murder of several persons along the Smoky Hill route, and depredations of various kinds by a band of Indians, supposed to be Cheyennes, under the lead of one of their chiefs rejoicing in the soubriquet of "Fast Bear." We, that is the Butterfield Overland Dispatch coach, containing Gen. Brewster and several passengers, left Chalk Bluff Station with an escort of cavalry on the 23d ult., arriving without adventure at Monument Station the same evening. At Monument there is a military post, so we considered our case a safe one.

A large wagon train with an escort of Infantry was also at this point en route for Pond Creek, a military post some twenty-five miles west of our present position.

We left Monument yesterday morning to continue our journey to Denver, accompanied by an ambulance, in which was Surgeon N. L. Whipple, who had been to Chalk Bluff to care for the soldiers wounded at that place in repelling an attack made by Indians a few days since.

Col. Tamblyn seemed to think that there was so little danger that we felt very safe with an escort of eight men, three in the ambulance with the Doctor, and five mounted men riding in advance of the coach.

We saw no sign of the presence of Indians during the morning, and had nearly reached the station, when the ambulance driver took a short cut which did not pass the station, but joined the main road a mile beyond it.

When within fifteen hundred yards of the station, Mr. Davis, of *Harper's Weekly*, discovered that a squad of fifteen Indians were charging down on us. He at once gave the alarm and opened on the red skins with his Ballard rifle, which performance was immediately imitated by Gen. Brewster, Mr. Hasbrouck and Your Own, Mr. Perrin doing duty with his revolver from the outside of the coach.

As we were all armed with Ballard guns, we drove the party off quite as fast as they came, two of them bearing tokens of our regard in the shape of curiously shaped cones of lead.

The driver of our coach was not wanting in pluck, but quickly drove his team to the station.

We left the coach at once, and discovered that another party of Indians had rushed in among the horses and mules that were grazing near, stampeding them.

One of the stock-tenders had started at the first alarm to gather the mules that were grazing near the station; one of the Indians discovered him, and gave chase, just as we got out of the coach. Mr. Davis discovered him and started with his rifle to help the stock-tender. The Indian drove an arrow at the herder, fortunately missing him, when a bullet from Mr. Davis's rifle, ended the little performance and the Indian at the same moment.

The stock-tender was saved, but the stock gone, and with it five horses belonging to the cavalry stationed at this point. The garrison consisted of ten men of the Thirteenth Missouri Cavalry. Five of the men were away on a Buffalo hunt, so saved their steeds.

We were congratulating ourselves on our escape, when we thought of the Doctor and his ambulance, and saw at the same moment some fifteen or twenty Indians in hot pursuit of the vehicle, which was being rushed along at a tremendous speed by the frightened mules.

The chase was exciting; entirely out of our power to render any assistance. We dispatched our four cavalry men to help the fugitives if possible. The cavalry men had gained a little crest a half a mile distant, when we saw the men from the ambulance running toward them; then we knew that they were safe. The Doctor tells the story, thus: "I had just left you when I thought that it might be a little imprudent, but kept on. We were so near the station, and there was no signs of the Indians. But this state of affairs was changed by a number of the red niggers coming yelling after us, frightening the mules so that we could not turn them back toward the station. As soon as the scoundrels got near enough they opened on the ambulance with their revolvers, we saving our few shots until they were right on us, when we fired on them. This had the desired effect, but only for a short time, when after us they came again. Seeing that it was impossible to escape if we did not take this moment, we now left the ambulance and ran toward the four men that we saw leave the station to help us. The Indians at once gave chase, and for a short time made our run very interesting. But when we got tired running, we turned on them; fired a few shots at the gentlemen, and they would stop, so would we, but only take breath and start again. We caught the four men, mounted behind them, and came to the station. That's the case as near as I remember it," said the Doctor, "for I was in a slightly mixed state after we left the ambulance." While this chase was going on we were watching the Indians. The moment of the first attack seemed a signal for Indians to start from every hill-side, and from every point of the compass, at the same time. That we were surrounded there was no doubt. So our next thought was how to defend ourselves from an attack.

The soldiers garrisoning the station had dug into the side of the hill and built a sort of bomb-proof, with a covered way dug around it for a rifle-pit. This was to be our fortress, and a good one too. Upon the arrival of the Doctor and his squad we found that we numbered twenty-one persons, variously armed.

If there had been any horses we could have mounted them and made an attack on the Indians, and certainly should have done so, when we saw the ambulance driven toward us with a cargo of red-skins busily engaged in "going through" its contents. But what could men on foot do with mounted Indians? certainly not catch them. Then when we moved toward them to get within rifle-shot they left.

The ambulance was taken into a ravine a little more than a mile from us and set on fire. At the same time some of the red devils set fire to the prairie and nearly succeeded in their effort at burning us out.

A sort of council of war was held and the decision arrived at, that we could whip the Indians if we kept together. Our anxiety was for the five men who were out hunting, and a careful watch was kept for them, to move toward them, if we saw them approaching, so that the Indians could not fight them unaided.

The men on the watch soon discovered a small body of mounted men moving toward us, which we were sure was the returning buffalo hunters. But while they were far in the distance the Indians discovered them too, and gave chase at once. The small squad that we thought to be our men went scampering off over the hills in the direction of the next station west (Eaton Springs.)

It was now determined to stay by our mud fort until the next day, when the government train with its infantry escort would arrive, and make it safe to continue with our escort.

Our hole in the hillside was a place of comfort. The roof, composed of boughs of trees and earth, was supported by posts of sufficient strength to make us sure that the Indians might ride over the top of our fortification without a danger of their coming through. Night coming on, we organized a guard—seven on a tour, the tour being of four hours' length.

The first relief consisted of our party, with a soldier addition. We did not discover the usual plan of walking a beat to be the safest at this place, for Indians will crawl up, and are not particularly careful in the use of their arrows; so we took each one his post in such a position as would command the best view of a certain space in his immediate vicinity.

An hour after dark, a whirring noise was heard over our heads; all kept quiet; soon another, and we knew that some prowling scoundrel was driving arrows over our position, to discover the whereabouts of our guard. The game did not succeed in discovering our location to Mr. Indian, so they left us to the quiet possession of our "dobe." Just before daylight the whole garrison was roused, and we made ready for an attack, which did not come. Indians have two favorite moments for attack. Just as day breaks the white man sleeps the soundest, and this the Indian knows. At midday the white man feels a confidence in the broad day, and is less likely to be on his guard. The Indian takes advantage of this for his sudden attack.

So far as our experience goes no fear is to be apprehended from Indians, unless they can surprise their foe, and this, too, when they outnumber him ten to one. The red-skins are more like wolves than anything else that I can liken them to; cowardly in the extreme when they find that their enemy, no matter how inferior in number, is ready for an attack and willing to fight. They are more wantonly cruel than it would seem possible for a human being to be.

Our sentinel has just given us the information that "a considerable body of something has just come in sight." Whether they are Indians or our expected train we cannot tell.

The result of the information is that we are to be on the anxious seat until the party is near enough to discover whether we have a fight on hand or a friend to welcome. The party has arrived, proving to be Capt. Musgrove, of the First United States Volunteers, with an escort, and Mr. Baker, the Division Agent of the B. O. D. Company. Mr. Baker was within sight of Capt. Musgrove's camp yesterday afternoon, driving toward it in a light wagon with a man named Brigham, when they were attacked by twenty or thirty Indians. Mr. Brigham took the lines, and Baker, with his Ballard rifle, kept the Indians off, and reached the camp in safety.

Soon after this the red-skins came in greater force and endeavored to drive off the stock from the camp, but a few shots from the infantry drove them away. The Indians were seen hovering about the camp beyond rifle range during the entire afternoon. While we were listening to the different Indian stories of the party just arrived, another body of mounted men were seen coming from the direction of Denver.

This caused another sensation, but soon after their blue coats were visible, and showed them to be friends. Indians do not ride like white men, and are readily known in the distance by the frontiersman whose eye becomes wonderfully strong by the constant watch that he keeps.

Soon Capt. McMichael, who is stationed at Pond Creek with his command, Company A, Thirteenth Missouri, came riding into our camp with an escort of twenty men, and the five men that had been buffalo hunting. The buffalo hunters said that they were within sight of our camp when a number of Indians came charging toward them from the bluff near, and seeing other Indians coming from the direction of the station, they concluded that the Indians had possession of it, so started at once for the next camp, "Eaton Station," at which place they arrived just as the Indians were driving off the stock.

The Indians that had pursued them they had kept at a distance by an occasional shot. When the boys left camp they had taken no ammunition except that in their revolvers and rifles, so it was necessary to be as economical as possible.

A short consultation was now held, and a decision arrived at that after the stock was rested, Capt. McMichael should return to Pond Creek with his men, acting as escort to our coach.

Pond Creek Station, 400 Miles
From Atchison, Nov. 27.

We left Smoky Hill station on the afternoon of the 25th, reaching "Eaton Springs" that evening without adventure. The place we found deserted, so occupied the little "dobe" huts built by the men who had been stationed there as garrison. The night passed without adventure; we continued our journey at the early dawn, reaching Henshaw Springs, a very beautifully situated station, in time to devour our customary meal of Buffalo meat, cooked on a fire made of "chips." The mules needed rest, so a long halt was made. We reached this place just at evening, where we met two coaches from Denver that had been stopped until it should be considered more safe to travel. Some indians have been seen along the route above, but not in any great force. An escort will go with us for some distance, when it is anticipated that it will be safe to dispense with the late necessity.

The late raid of the Indians will prove to the government how useless it is to make treaties, and supply arms and material to parties that take every opportunity to murder and rob citizens. Some of the most horrible barbarities have lately been committed, that I shall describe in a future letter. Gen. Brewster is making every effort to restock the line, and preparations are being made for a military protection of the route, which, when perfected, will render the route more safe than any other. The Indians on this foray have been led by white men on every occasion; but they are careful to keep out of the range of our rifles. In the attack on our coach, Gen. Brewster shot twice at a white man, who ran off with much greater haste than the Indians that he led, cowardly as they were.

The weather, fortunately, has been excellent, which has been a source of much congratulation to us.

CROQUIS.

UTAH.

Politico-military Movements—The Fall Immigration — Miscellaneous — Telegraphs.

Correspondence of the New-York Times.

Great Salt Lake City,
Tuesday, Nov. 27, 1865.

The *Union Vedette*, the anonymous organ of the troops and of the Gentiles, has come out of Camp Douglas, and established itself in the heart of the city, announcing that it means to stay in its last chosen location until it has revolutionized Utah, and brought the Territory up to its (the *Vedette's*) standard. The Mormon portion of the community, however—ever suspicious—appear to regard the movement partly as made for the advantage of getting later telegraphic and other news, and partly as one of a series of operations having in view the settlement of the vexed Mormon question.

Gen. Connor has rented a large house in the city for a residence, and rumors prevail of the intention of distributing and locating a number of the troops in this and other cities of the territory. These things, in connection with the avowed deadly hostility of the General and a large number of the officers and troops to the Mormon portion of the citizens, render many persons apprehensive of difficulties before the Winter shall have passed. Very likely considerable discretion will be necessary, on the part of both the army and the Mormon citizens, to avoid a collision between such antagonistic elements, for there is certainly no love lost between the Mormons and the soldiery. The officers consider that the Mormons need watching pretty closely and regulating in many matters of their polity, and on the other hand the Mormons consider that the soldiers are here for the express purpose of overawing them, of interfering with their domestic concerns, and of stirring up strife and inaugurating bloodshed in some way or other. The two opposite elements may exist together without serious conflict, but they are naturally so radically antagonistic that they will never harmonise so long as they live.

The militia of the territory of late have been drilling and reviewing in the different counties, and, as a counterpart, last week Gen. Connor marched his cavalry through the city for review. The Mormons evidently think the General is somewhat mortified at being relieved of his command in the Indian country, and that he would be nothing loth to retrieve his prestige by means of a brush with "old Brigham" and his adherents.

Some of the troops do not appear to be very well satisfied with their situation here. After having been in the army in active service eastward two or three years, they do not relish being sent out here. Their pay soon melts away as pocket-money, at Salt Lake prices, and they then honor Uncle Sam with by no means pretty names. Some of them might not prove excessively reliable out of sight, in case of an emergency, particularly considering the inviting nature of the gold fields in the adjacent territories.

The Butterfield freight trains are still anxiously expected. It is understood that they are strung all along from Bridger to Denver. It will be a matter of special Providential interposition if they get in this season. The Colorado folks seem to be perfectly satisfied with the Butterfield institution, but the people of Salt Lake have had no reason for being sanguine about it so far. Rather the contrary.

The last of the Mormon emigration trains is expected in to-morrow, though most of the families have been in several days. They have been considerably favored by fine weather. This Fall has been one of twenty, perhaps of more than that. Of course, as in all matters of ill-management, nobody is to blame for the lateness of the arrivals. Somebody, however, deserves to be blamed greatly for risking human life needlessly in the bitter Winters of the Rocky Mountains.

The questions of trade and freightage are being much agitated here just now. Many persons have become tired of selling flour here for $6 in store goods, when that flour is taken to Montana and sold at $20 to $30 in gold. A system of neighborhood cooperation in shipping and freighting produce to distant markets and getting the gold for it is talked of, the same system to be extended to the purchase of goods to be imported here. The subject of the people of this Territory doing the freighting business to and from and in the Territory, instead of strangers doing it, is also being earnestly discussed, and attempts in this direction will most likely be made next Summer to a larger extent than heretofore.

Brigham has been very sick of pleurisy lately, and the report is that he came very near dying. However, he is recovering, and that will modify many speculations as to the future of Mormondom. Still, it is quite possible that he may not be long-lived. He is advancing in age and this climate is probably too harsh and severe to conduce to longevity. The diseases which tend fastest to putridity, such as canker, are particularly at home, and are not conducive to a long-lived population.

The subject of connecting the principal cities and settlements of the Territory by the telegraphic wire is receiving renewed attention under the auspices of Brigham. The subject appears to be met with enthusiasm on all sides. It is rather difficult to understand on what principle the line is to be put up, but it appears to be this—each city and settlement to put up the posts near and through them, and to subscribe to purchase other material, the charges for messages to go toward current expenses: This system of building telegraph lines will strike the public ear as being peculiarly Mormon, and would probably be unendurable any where else than in Utah. Many of the poles have been prepared, and parts of the line have been surveyed and located. Next year there will probably be a telegraphic line from Cache Valley in the North through the Territory to the Colorado River in the South.

The navigation of the Colorado River is being discussed again. The Pacific and Colorado Steam Navigation Company announce that they have a line of vessels from San Francisco to the mouth of the river, and two steamers prepared to run up the river to Callville, the recently established Mormon landing. However, the business people of this city are not quite so sanguine on this subject as they were a few months back, owing to detentions and unfulfilled engagements in respect to a cargo of freight, shipped up the river for the above landing some time ago, but which was landed some distance below.

THE NORTHWEST,

Two Murderers Hung—The Pacific Railroad—Fires—Miscellaneous.

Correspondence of the New-York Times.

Chicago, Saturday, Dec. 16, 1865.

The event of the week in the city has been the double execution of Fleming and Corbett for murder. This took place in private in the county jail, on Friday afternoon, about 3 o'clock, in pursuance of their sentence. They were convicted of the murder of Patrick Maloney, in the town of Cicero, which adjoins the city on the west. The papers of this morning are filled with several columns of unimportant particulars, which are mostly of no interest to any one. They made a full confession to their priest, and implicated one Kennedy as their principal. Kennedy is to have his trial at the next term of the court. Finan, another man who is implicated, has turned State's evidence, and is held as a witness.

A very large proportion of the murders committed in this city have, by some legal hocus pocus, been made out "manslaughter." This has been especially the case where the party implicated was a "man of means." There have also been two or three murders committed and no clue of the perpetrators has ever been obtained—so that the above record contains an account of but a small part of the killing which has been done in Chicago.

The imbroglio in New-York is creating quite an excitement among our Chicago Fenians. They generally, under the lead of Scanlan, take sides with the "Senate" against Mahony. The Brotherhood of this city have contributed $13,350 to the general fund, and of the State, $31,863. This shows that the rank and file are in earnest about the matter, whatever may be the object of their demagogue leaders. Our Fenians, as their part of the work, propose to fit out a fleet of privateers on the lakes to prey upon British commerce. Was there ever such a farce as these fellows are enacting? If it should perchance come to tragedy, they will be the victims.

Lieut.-Gov. Bross, who, it will be recollected crossed the plains in the Colfax party, delivered an address before the Young Men's Association, last evening, upon the subject principally of the Pacific Railroad, but incidentally touching upon the topographical and other characteristics of the "great Interior," describing the Mormons, &c.

In speaking of the Pacific Railroad, he said that there were 130 miles to build from the Des Moines River to the Missouri, that ought to be built in one year, and if Chicago capital would take hold of it, it could be done. Starting at Omaha, the first hundred miles was over the hills to the Platte Valley, and from that the route was a natural grade, requiring but little labor to build. Not a single mountain was there between Chicago and the Pacific Ocean, with the exception of a rise in the Rocky Mountains. The Californians, he remarked, were building right up the Sierra Nevada Valley with wonderful energy, and before Spring they would have their section of the road completed. The lecturer referred to the boundless resources, both agricultural and mineral, which would be developed by the opening of the Pacific Railroad, instancing the Salt Lake Valley, the Valley of the Platte, the mountains of Colorado, and Montana which three years ago were inhabited by bears, and are now producing gold, copper and lead in wonderful quantities. Not only were these resources ready to be developed, but the moment the road is opened up, the commerce of Europe and Asia would flow into the Pacific line, and enrich the cities of the West. The citizens of Chicago had every inducement to carry through the undertaking. The reasons for it might be enlarged on for hours and not exhausted. It was a subject which every one ought earnestly to think of.

Our city continues to be visited by calamitous fires. There has been more destruction of property within two months past than for a long time previously. The fires occur under circumstances to render it almost certain that incendiaries are at work in our midst. Early this morning a large business block on South Water-street was destroyed, involving a loss of $150,000. The building was owned by J. G. Scammon, of the Marine Bank.

The *Republican* published, a day or two since, an interesting article, statistical and otherwise, upon the Chicago Post-office. I give some of the principal facts it contained.

There have been sent from the Chicago Post-office, during the year, 9,000,000 of city letters. Received for city delivery, 8,000,000; received for distribution to other offices, 40,000,000.

Chicago is the fifth city in population in the United States, while the Post-office is second only to that of New-York. Its business is double that of Philadelphia, St. Louis and Boston.

The working force of the office is 112 clerks inside and 42 carriers outside. All foreign mails are made up in the eastern department. Sealed bags go directly from Chicago to Liverpool, London, Glasgow, Dublin, Derry, Paris, Calais, and various other European ports, as well as Canada. The mail transit, indeed, from Chicago is immense, as may be gathered from the fact that 750 lock-pouches and 2,500 tie-sacks are in use in this office. Foreign letters are immensely on the increase. Since the war, closed letters for foreign countries have almost doubled. There were received, for example, in the year 1861, 71,330 letters from Great Britain at this office; but during the past six months there have been received 45,615. In the same year there were sent to Great Britain 40,615, but during the last six months there have been sent 36,420, which is a very large increase. The advertised letters amount to 3,000 a week, on an average. In October, 223,693 mail letters and 27,176 drop letters were delivered by the carriers, and 28,682 newspapers. Letters collected from street boxes, 160,483.

FAILURES.

The stringency of the money market and the rapid fall in the price of grain has caused quite a number of serious failures in this city, although I have seen no mention made of them in the daily papers. There have been several this week, mostly of those engaged in the commission business. The dry-goods men are heavily pressed, but, thus far, have held out. The grain speculators are having a hard time, as they deserve to have. If the monetary pressure continues, we shall have, undoubtedly, quite a crash this Winter.

I notice that the subject of grain-gambling here, by which the Chicago market is rendered so uncertain and so much subject to the influence of combinations, is attracting attention and comment in all the country beyond. As it now is, no man is safe in shipping grain here.

Large meetings are still being held throughout the West on the subject of railroad extortions. An immense farmer's convention was held at Bloomington on the 15th, to discuss this question. The meeting was made up of an influential class of citizens, and the speeches made on the occasion were able and to the point.

THE STRONG CASE.

A Resume of the Evidence Pro and Con.

THE PRESENT SITUATION.

The first scene in the last act of the Strong melodrama opens to-day, Mr. Graham, the advocate of Mrs. Mary Stevens Strong, appearing in her defence before the jury. The fifth week of the trial's duration promises to equal its predecessors in interest and point, and in order that our readers may clearly comprehend the facts of the case, and what the counsel are talking about we present the following brief statement of the points, accompanied by a résumé of the evidence given day by day.

THE PARTIES

to the suit are Mr. Peter Remsen Strong, plaintiff, represented by Henry A. Cram and Edward Robinson, Esqs., and Mrs. Mary Stevens Strong, defendant, represented in person by her father and brother, the Messrs. John Austin Stevens, and by counsel, John McKeon, John Graham and E. T. Gerry, Esqrs. Mr. Strong prays for a divorce, charging that his wife at sundry times violated her marriage vow with her brother-in-law, Edward N. Strong, and she, in defending herself, denies the fact, but claiming that even if it was true, her husband had forgiven her and lived with her, while as a matter of law and equity he was equally guilty, having had at divers times, with Mrs. Electra Potter, laid himself open to similar charges. The main source of trouble seems to be the custody of the two Strong children, one of whom is at present with her father, the other having been taken away by her mother several months since, in defiance of a writ issued by the Supreme Court. Mrs. Strong's absence is thus accounted for, and her father, Mr. Stevens, communicates with her only through her counsel, so that he can, with absolute truth, say that he knows nothing of her whereabouts. It will be noticed that the relatives on either side are greatly interested in the matter, and testify with great readiness on points involving half the crimes mentioned in the decalogue, revealing a state of morals quite undreamed of by the uninitiated in the mysteries and miseries of fashionable life.

Nov. 23.—Judge Garvin, of the Superior Court, occupied the bench, and, after the consumption of an entire day, the jury was empaneled.

Nov. 24.—Mr. Cram opened the case for the plaintiff, in a speech of three hours' duration. He offered to prove that the defendant was guilty; that she had confessed her guilt; that, owing to the interference of her relatives, she had repented of her repentance; that in her interest gross corruption had been used and would be resorted to; that witnesses had been tampered with; and said that a picture would be unrolled before the jury in which murder, perjury, abortion, adultery and perfidy were elements. After a little spat between Mr. Cram and Mr. McKeon, the court adjourned.

Nov. 27.—Miss Matilda Mussehl, a governess in the family, testified that she saw Mrs. Strong come out from Edward's room at Newtown several times; that she saw and heard signals pass between them; that Edward called on Mrs. Strong in New-York, and that during his call her bed was mysteriously disarranged; Mr. Graham cross-examined her at great length.

Nov. 29.—Cross-examination of Miss Mussehl resumed and concluded, after which Mrs. Hutchinson, an old and very deaf woman, who has been a nurse in the family over forty years, was examined. She testified in a very boisterous manner, and testified that she saw Mrs. Strong come out of Edward's room cautiously in a calico wrapper; that she never told Mr. Peter about it because she was "afeard." The deposition of Mrs. Bedell, wife of Bishop Bedell, of Ohio, was then offered. A great part of it was objected to, but some was admitted. She deposed that Mrs. Strong had confessed to her that she was irresistibly led to attract Edward's attention, and that the accidental touch of his hand had sent through her frame a thrill of emotion, and that after a little they went easily down the path of guilt together; that she had destroyed her unborn babe because she doubted its paternity.

Nov. 29.—Mrs. Bedell's deposition was continued. She deposed that Mrs. Strong confessed her guilt by letter, expressing the deepest sorrow and repentance, and hoping for forgiveness, that she might do her duty to her husband and children; that Mrs. Strong wrote, "I was the tempter." The cross-interrogatories and answers were then read by Mr. Gerry. Marie Toudre, a nurse in the family, testified that Mr. and Mrs. Strong occupied separate beds at Islip, New-York, and Harlem, during her term of service with them. Ellen McArdle, a chambermaid, testified to the same. A colored coachman, Benjamin Lynch, was put on the stand, and refused to answer a question about his State Prison term. He testified that a large wardrobe was placed in Mr. Strong's room against a door which led to Mrs. Strong's passage-way. Mrs. Francis Strong, daughter of Hon. Murray Hoffman, testified that Edward and Mrs. Strong were very intimate; that she had seen Mrs. Strong come out from Edward's room several times; that Peter treated his wife kindly and dressed her well; that at an interview she had with Mrs. Strong at the St. Julian Hotel, she had confessed that for eighteen months she had been living as Edward Strong's wife.

Nov. 30.—Mrs. Fanny Strong identified certain papers in the handwriting of Mrs. Strong, and Mr. Cram then read a written confession which Mrs. Strong gave her husband, and a note to Edward, telling him that her husband knew all. Her cross-examination revealed the fact that Edward was at the time at Darien, Connecticut, and in communication with his family.

Dec. 1.—The will of Mr. Strong's father was read. Robert B. Roosevelt testified that he visited the Strongs at Islip, and that they occupied separate beds; that he had traveled with Mr. Strong, of whom he made use as the semi-original of "Don Pedro," in a book called "Superior Fishing;" that he saw a wash-stand against the door in Mr. Strong's room; he also repeated some of Strong's conversations about Mr. Gerry's attempts to injure him socially, &c.

Dec. 4.—Mr. Gerry made a long, learned and exhaustive argument in favor of dismissing the case. The motion was denied, and Mr. McKeon opened the defendant's case. He addressed the jury as brothers, fathers and sons, and assured them that his client was an injured woman; that the plaintiff was beneath the contempt of an honest man; that the sole motive of Mr. Strong was avarice, and that he only wanted a divorce that he might marry a lady of property.

Dec. 6.—Mr. McKeon continued his opening. He said that the defendant had been dragged into publicity and into court; showed up the communal system in which the Strong families reside at Newtown; charged that Peter, prompted by avarice, married Mary, failed to get money with her, put her in the way of temptation, connived at her fall, and then attempted to get a divorce. He analyzed Mrs. Strong's confession, and claimed that it was all part of the plan of the plaintiff. During the excitement of a discussion Mr. Cram informed Mr. McKeon that he would not believe him under oath, nor in any other way.

Dec. 8.—Mr. McKeon concluded, claiming that Peter had fully and freely forgiven his wife for her guilt, and charging that he was guilty of acts of criminality with Mrs. Potter. Rev. J. Cotton Smith testified that he knew nothing that he cared to tell, and the court excused him on professional grounds. Mr. John Austin Stevens, the father of Mrs. Strong, testified that he had treated Strong and his family with great hospitality, and afforded them accommodations which elsewhere would have cost $4,000, exclusive of wines at the table; that he had paid for a good portrait of Mrs. Strong, by Gray, $300, and that he gave Hicks $40 for a very poor and unsatisfactory one, rather than have any words about it; that Peter had made a revelation to him which his daughter had confirmed by saying, "Father, it's all true;" that an arrangement was made by which, for the sake of the children, Peter and his wife were to appear to live together; that the room in which Mrs. Strong slept was a perfect curiosity-shop, and not fit for her occupancy; that he himself was worth $300,000, with eight daughters and one son; that he furnished thousands of dollars for the support of witnesses at hotels, and for the expenses of the suit. Mr. Richard Hecksher, a son-in-law of Mr. Stevens, testified that Mr. Strong sent for him to talk over the matter; that Strong was excited about Mrs. Strong's conduct; that he urged Strong by his love of his children to live with his wife, and prove himself noble and magnanimous; and that Mr. Strong had attempted to murder his wife. Rev. Mr. Anderson, of Newtown, testified that Edward was a deacon in his church, and is yet a member in full communion. Mr. Joseph P. Norris testified that he was a detective, and had been in the Revenue Department; up to 1861 he had been simply a gentleman; that Peter had told him he had made his wife give him a confession, and he should get a divorce; that Strong had called his wife a d——d fool; that at another time he applied to her the most indecent and disgusting epithets; that he (Norris) had seen Mrs. Strong at Albany and Portland, but he didn't know the names of the parties with whom she was boarding.

Dec. 12.—Dr. Trask testified that Mrs. Strong was subject to certain internal irregularities, which are greater or less according to the care she took of herself; that the room in which she lived was a good one; that there was no javelins there, or on the baby when born. A portion of Mrs. Hecksher's deposition was read, in which she says that on one occasion, hearing Peter tell his wife "you lie," she went into the room and informed him she knew all, and charged him with the abortion, to which he said, "What could I do, I did it at her prayers." Mme. Barbier, a ladies' nurse, testified that she attended Mrs. Strong, that she gave the dead babe to the undertaker and that he took it off. Mr. Wilson, a sexton and undertaker, testified that he took what Mme. Barbier gave him without looking at it, put it in a paper box and buried it in his garden, and all without being paid for it.

Dec. 13.—Mrs. Hecksher's deposition was continued, much of it being omitted temporarily, pending Judge Garvin's decision as to its admissibility. Jas. Barnes proved the entries in Dr. Watson's book. Dr. Bedford answered in his evidence a series of suppositious questions as to the mental status of a female patient who had passed through certain terrible experiences; he gave the *modus in quo* of abortion, and explained a plate as accurate as it was disgusting. Mr. Howell testified that in the Inspector's office premature births are not recorded. Mr. Wilkinson identified Mr. Curtis Noyes' hand-writing. John Sparks was called, but his evidence was excluded.

Dec. 14.—A number of letters between counsel at an early stage of the preliminary proceedings were put in evidence. Mr. Andrew Divine, a stenographer, read the proceedings before Recorder Hoffman when Mr. Strong was tried for abortion and acquitted. Mr. Howell corrected his previous statement. Mr. Foster testified that Mrs. Bedell has been an invalid for many years. Mr. Gazinsky testified as to the pecuniary relations between himself and Mrs. Potter, he being her security for rent. Several sensational articles from a weekly newspaper were read by Mr. McKeon, reflecting discredit on the Metropolitan Medical Institute. Mrs. Rachel Walsh, a junior partner of Mrs. Potter, testified that she had lived, boarded and worked in a great many different places; that Mr. Strong was in the constant habit of visiting Mrs. Potter in her bed-room; that Mrs. Potter had abortion instruments, similar to those shown her, and that Louis Prentice had boarded with her. The jury were discharged for the day, and an argument was commenced before the Judge as to the deposition of Mrs. Hecksher. Mr. McKeon and Mr. Cram waxed wroth, and the latter, declaring that if the former wanted to make a fool of himself he must do it in the presence of the jury, put on his coat to go, and the court was adjourned—Mr. McKeon first stating that Edward Strong ought to be on trial for rape, as he attained his purpose only at the mouth of a pistol.

Dec. 15.—The cross-examination of Mrs. Walsh was resumed. She told all about the Medical Institute, how it was started, who were in it and who benefitted by it. Mr. Cram then read Mrs. Walsh's affidavit concerning the horrible sickness, death and burial of Mrs. Adams. Mrs. Walsh testified that she saw Strong with his arm about Mrs. Potter's neck; that she saw him kiss her, and that saying "excuse me," she shut the door and retired. Mrs. Mary Smith swore that she had been a patient at the Medical Institute, and while there saw several things which disturbed her equanimity. She saw Mr. Strong in bed with Mrs. Potter, but although she recognized his back, said nothing, thinking he might be a near friend of the lady.

Dec. 18.—Juror Job Long being ill, was unable to attend, and the court was adjourned for the day.

Dec. 19.—An amateur detective, Arthur Jones, detailed his spyings of Mr. Strong, and swore that he was paid $62 for one week's attendance in court. Policeman Davis testified that a little Dutch boy only sixteen years old was impressed with the peculiar transactions of house No. 124 Waverley-place, and that he judged the women who went in and out to be of loose morals. He reported the house. Sergeant Dilks testified that he knew nothing about the house. Capt. Caffrey testified that the house was not marked disorderly on his books.

Dec. 20.—William Jones, J. W. Booth and H. C. Allen, testified to the general character of the house. D. B. Hasbrouck testified that Mrs. Smith was on his books for relief and that she drew for 2 children. The rest of Mrs. Hecksher's deposition was read, in which she states that Mrs. Strong charged Edward with forcing her with a loaded pistol. Mary Hillaker was introduced as the first of the rebutting witnesses. She swore that Mrs. Potter's limbs were badly swollen at the time Mrs. Smith saw her in bed; also, that she had a severe attack of rheumatism.

Dec. 21.—Mrs. Hillaker's evidence was concluded. A missionary, J. L. Burdick testified that at that time Mrs. Potter was very ill with swollen limbs or rheumatism. Mr. Potter testified that his wife was then very ill, and gave sundry physiological points tending to discredit the assertions of Mr. Smith. Mr. Daily testified that he had received rent from Mrs. Potter and Mrs. Walsh for Mr. Strong. Mr. Massey testified that he boarded at Earl's Hotel, but didn't know who paid his board. As sub-rebuttal, Messrs. Kramer, Smythe, Doane and Walker testified as to the reputation of Mrs. Hillaker, and after some evidence regarding the windows of the house in Sixth-avenue, the case rested.

To-day Mr. Graham will sum up in behalf of the defendant.

JAMAICA.

The Late So-Called Insurrection—Terrible Excesses in the Way of Vengeance.

[The following is an extract from a letter received from a gentleman holding a high commercial position in Kingston, on the recent outrages in the colony.]

The excitement caused by the late disturbances having in a great measure passed off, people are now beginning to estimate the causes which led to the disturbances. All the various and wild reports that were in circulation about an organized conspiracy, have vanished into thin air, and existed only in the minds of a certain class whose policy it is to make such a statement. The very fact that over 1,500 were hanged and shot, besides an innumerable number flogged without any resistance, and without one of the military, &c., having sustained as much injury as a finger scratch, proves to some extent that there could have been no organization. All the outrages that were committed by the rebels did not extend beyond the first day, and some of the atrocities committed by them are quite equaled by the cruelties of the Provost-Marshal. The principle that seemed to have governed and regulated the authorities was vengeance and not mercy, and it is believed that very many innocent persons were sacrificed. You can hardly conceive the state of horror we have passed through; we have had a reign of terror quite equal to the worst excesses of despotism of the first French Revolution. Men felt that things were not going on as they should, but *no man* dared to open his mouth. To give you some idea of the conduct of those in authority, a great many persons were apprehended, for what no one knew, and having been kept in durance for over three weeks, and until martial law had ceased, they were dismissed without any examination. The question suggests itself, were they guilty? if so, they should have been punished, and if not, *a gross injustice has been done to them.* I can quite understand the feeling in America among the pro-slavery men, who are only too glad [of affairs here, to use as a handle against liberating the class; but I expect that when the facts connected with the affairs here have seen the light of day, (if they ever will,) people will arrive at a different conclusion.

Wealth of the Mormons.—Lieut.-Gov. Bross, of Illinois, who has been visiting the Mormons, explains the source of their prosperity as follows: "Within the past few years they have grown wealthy. The sources of their riches are easily understood. During all the California emigration, scores, and in some years hundreds, and even thousands of emigrants would arrive at Salt Lake with their teams broken down, or half of them dead, and therefore unable to proceed. Of course the Mormons were ready, in true Yankee style, to trade good animals for those that were about worn out, pocketing a handsome difference in hard cash. In a few months at most, these broken down animals would be fat and sleek, and Mr. Mormon elder was ready to trade with the next emigrant that came along. Of course, many goods and provisions were sold to emigrants. Within the last four years there has been a great rush of emigration to Montana and Idaho, and the Mormons have been able to sell their surplus grain and provisions at fabulous prices. With corn at $3 to $6 a bushel, and wheat at $8 to $10, and provisions of all kinds at proportionate figures, the Mormons have become rich far sooner than any other people upon the continent."

Lives Lost by the Rebellion.—The War Department computes the number of deaths in the Union armies since the commencement of the war at 250,000, and of the Southern soldiers at least 225,000, making at least 525,000 lives that have been lost, a part of the costly price paid for the defence of the nation's life. At Gettysburgh, 23,000 Union soldiers were killed, wounded or taken prisoners—our greatest loss during one campaign. Gen. Grant's losses, from the time he crossed the Rapidan until Lee's surrender, were about 90,000. Great as were our losses, they were far below those incurred in European wars, owing to our superior medical and sanitary arrangements, and the care of the government for its troops,

SCIENTIFIC.

NAVAL ENGINEERING.—NO. III.

The Report of the Congressional Committee of the Last Congress on the Steam Engineering of the Navy.

In continuation of the last articles on this subject in the TIMES of Dec. 18, we will now glance at some of the evidence given before this committee.

P. G. PELTZ, (page 11 of report,) Chief-Engineer United States Navy, testifies as follows: "There is no material difference between the engines built on the plans of the Bureau of Steam Engineering and those built before the establishment of the board." By "board" this gentleman probably meant bureau.

If reducing the relative capacities of the cylinders about from 25 to 30 per cent., and adding from 60 to 100 per cent. to the weight of details is "no material difference," it would be interesting to know what is.

E. S. DE LUCE, another Chief-Engineer in the navy, also testifies: "There has been no substantial change."

D. B. MARTIN, the patentee of the boiler generally used in the navy, and who receives thousands of dollars yearly because Mr. ISHERWOOD causes this boiler to be used, testifies: "There has been no great change in the plans of the Bureau of Steam Engineering as compared with my time."

When it is stated that this gentleman was a Chief-Engineer in the navy twenty years ago, one may imagine how much prospective patent fees influenced this testimony. But in order to show the utter worthlessness of such testimony, it is only necessary to state that the trunk engines of the frigates *Minnesota*, *Roanoke* and *Colorado*—between which and those designed by Mr. ISHERWOOD there is scarcely a point of similarity—were built while he was Engineer-in-Chief of the Navy.

Mr. ISHERWOOD naively testifies that his own engines are better than these same miserable trunk engines built over ten years ago.

Probably the coolest thing in this report is the following bit of testimony from nine Engineers ("experts") from civil life, most of whom were either dependent contractors or employed by them:

Question.—Will not such engines as those of the *Dacotah*, *Iroquois* and *General Admiral* (which latter can steam two knots per hour, at least, faster than any screw-propelled vessel Mr. ISHERWOOD ever had anything to do with) develop more power from a certain amount of steam than they would if the cylinders were reduced in size, and their independent cut-off removed?

Answer.—We think, to the contrary, that they would be benefited by putting in smaller cylinders.

Now, the value of this testimony may be measured, by the fact that several of these gentlemen are now building marine machinery from their own designs, diametrically opposed to this answer; in short, they are using the proportions acknowledged to be the best throughout the world.

E. D. LEAVITT, Second Assistant Engineer in the navy, testifies: "The English naval vessels have the same valve-gear as those of the Bureau of Steam Engineering," which is untrue, for reasons explained in the previous article. But on the next page he testifies: "The engines built from the plans of the Bureau of Steam Engineering *are not of proper construction* to admit of the use of steam economically."

J. W. MOORE, Chief-Engineer United States Navy, testifies: "The overhead cylinder engine used in the merchant marine is the *best*. It cannot be used in the navy as it would be exposed to shot."

When it is remembered that the entire upper portion of the boilers of all vessels yet built with Mr. ISHERWOOD's engines are above the water-line and *exposed to shot*, and that shot have actually entered and caused fearful havoc, while the polished brass and wrought iron of the engine is stuck down in the bilge to get it out of the way of shot, this testimony is decidedly rich. Perhaps the witness had a vision of the Coast of Africa in charge of an Isherwood engine. This fearful mistake of placing those portions of the steam machinery above the water-line, which turn the vessel into a boiling cauldron if punctured with shot, has attracted much attention in Europe. One of the leading London mechanical journals has published a drawing of one of our national vessels, fitted with Mr. ISHERWOOD's machinery, showing the exact position of the parts above the water-line, with a shot just on the point of entering the boiler. Further comment on this point would seem unnecessary.

Mr. BARTOL, one of the oldest constructing Engineers in the country, testified (to his honor be it said, that, regardless of his interests, he spoke the unvarnished truth) in answer to a question regarding the unnecessary weight of Mr. ISHERWOOD's engines: "The great difference between the engines built on the plans of the Bureau of Steam Engineering, and those built before its establishment, is their excessive weight. *I do think putting in engines of excessive weight has been fatal to the naval engines.*" This truthful evidence is nearly the whole matter in a nut-shell. The rest of the evidence of the contractors and their dependents speaks of Mr. ISHERWOOD's machinery in the highest terms.

Visions of withheld payments and condemned work loom up in the future.

The Potomac trial trip of the paddle-wheel steamer *Eutaw* occupies much space in the report. The *Eutaw*, it will be remembered, is an ordinary paddle steamer with a rudder at each end. She is propelled by an "American poppet-valve, expansion, inclined, paddle-wheel engine," fitted with an independent cut-off. The valves and the valve gear are those usually used in paddle steamers—in a word, it is the ordinary American engine. We might point out several silly and expensive "gimcracks" introduced by Mr. ISHERWOOD, but forbear for want of space. This vessel, as indicator-cards taken during the trial show, was cutting off at little over *four-tenths* of the stroke, not cutting off according to his theory, as Mr. ISHERWOOD induced the committee to believe. The vessel, of course, went well; why should she not? There was in this case none of those outrageous proportions such as Mr. ISHERWOOD has spoilt the screw-propelled fleet by introducing.

In this case he had simply copied the usual practice, except, of course, in making the cylinder too small, for no independent Engineer will deny but that the *Eutaw* would have attained much higher speed if her cylinder had been of proper capacity. Her boilers are over thirty per cent. larger than are usually supplied to merchant steamers of similar capacity and speed.

It would appear that Mr. ISHERWOOD made a diversion with this paddle-wheel boat in order to draw attention from the weak portion of his defence.

The fact that Mr. ISHERWOOD adroitly avoids bringing his engine in competition with those of good constructors, while he *appears* to do so, points at once to the style of tactics by means of which he sustains himself in his position.

The only case where his machinery is brought in direct competition, is in the case of the large sloops *Madawaska* and *Wampanoag*, and the way the work on the machinery of the latter (Mr. ISHERWOOD's) is progressing, this competition will be delayed over a year from the present time. Is this work delayed on purpose to delay the competition? The *Madawaska* is now ready for steam. In the case of the six screw gunboats *Nipsic*, *Shawmut*, *Nyack*, *Pequot*, *Maumee* and *Yantic*—the machinery of the first three was designed by Mr. ISHERWOOD, and that of the others by different constructors. Now, Mr. ISHERWOOD inferred to the committee, and stated in his last report to the Secretary of the Navy, that these vessels were of the same model, so that the test between them would be solely that of engines.

The cylinders of all these vessels are of the same size, with the exception of the *Maumee*, which has cylinders 40 inches in diameter by 22 inches length of stroke—about 45 per cent. larger than Mr. ISHERWOOD's. Now the *Nyack*, *Nipsic* and *Shawmut*—with Mr. ISHERWOOD's engines—are modeled entirely different from the *Maumee*, and it is said, on excellent authority, from the *Pequot* and *Yantic* also. Why was this done but to avoid all accurate comparison? Yet it is reported that the *Maumee*, the one with cylinders of proper proportion, is the fastest of the batch, as might be expected. Of course such great injustice as giving Mr. ISHERWOOD's machinery the poorest models of the lot to drive through the water has not been permitted! Again, in the case of the double-turreted monitors *Monadnock*, *Agamenticus*, *Miantonomah* and *Tonawanda*, it appears to have been the intention of the department to have a competition between Mr. ISHERWOOD's engines—so-called—and those known as ERICSSON's "vibrating lever engine," the first two being fitted with this engine and the last two with Mr. ISHERWOOD's. Now, Mr. ISHERWOOD, in order to be sure and win in this competition, so far records his disbelief in his own theories and previous practice, as to quietly increase the size of the cylinders of his competing engines; so instead of the sizes being equal, in which case there would be a fair trial between the types of engines, *his* engines have cylinders about 20 per cent. larger, and his steam can thus have its efficiency increased by being used expansively to that extent.

Yet after all this underhand work, his engines in the *Miantonomah*, owing to radical defects in design, have utterly failed, as is well known, to give such results as have been attained in the *Monadnock* and *Agamenticus*, fitted with the very engines speaking of which, in a semi-official publication of the Navy Department, he stated the results of certain government coal-burning experiments to be "decisive against the use of this type of engine." Accounts lately received from the monitor *Monadnock*, now on her way to the Pacific, speak of these "condemned engines" in terms of unqualified praise.

Mr. ISHERWOOD has built nothing which will bear a moment's comparison with these, the very ones which he has attempted to condemn.

The *Miantonomah* has a finer model than the *Monadnock* and *Agamenticus*, and she has been fitted out in the very finest manner. Her engine-room is beautifully paneled with black walnut; her engines shine like a set of presentation plate. Altogether her appointments are unexcelled by any vessel in the service. The question therefore naturally suggests itself, why did not Mr. ISHERWOOD, as a faithful public officer, insist that the vessel with his engines should be sent to the Pacific, instead of a vessel whose engines he had condemned as unfit for the naval service?

Clearly there must be something wrong with the *Miantonomah's* (Isherwood) engines, for the Navy Department could not have been so derelict in the performance of its duty as to retain an iron-clad vessel with superior engines at home and make the defence of the Pacific Coast dependent on an iron-clad with "condemned engines;" or, can it be that the opinion of the chief of its most important bureau is at last regarded as of but little account?

The machinery of the twenty-three gunboats of the *Chippewa* class, promptly commenced by the department at the beginning of the war, may be instanced as a huge engineering blunder.

The hulls of these vessels, it will be remembered, were built with extraordinary dispatch by various private shipbuilders, but Mr. ISHERWOOD's steam machinery was so unnecessarily costly, complicated and difficult to construct, that not only was there much delay caused thereby, in getting these boats in service, but they have been noted throughout the navy as being, under steam, below mediocrity in point of speed. As a proof of this fact, let any one run over the list of prizes captured during the war, he will find that with the exception of a few old sailing vessels and some blockade-runners which got on shore, scarcely any prizes, if any, have been captured by these twenty-three wretchedly slow gunboats.

They are such utter failures that they are now being sold out of the service, as the following of those twenty-three advertised for sale shows, viz.: *Kennebeck*, *Katahdin*, *Itasco*, *Pembina*, *Winona*, *Chippewa*, *Panola*, and two others which were advertised at a previous sale of naval vessels.

Now, without doubt Mr. ISHERWOOD can prove by properly selected "experts" and contractors that the machinery of these vessels was a most perfect contrivance—the consummation of engineering skill—far ahead, no doubt, of the extemporized gunboats the English built for the reduction of Cronstadt; but let us compare those wretched vessels with one of similar tonnage, selected at random from the Navy Register, among the screw-propelled vessels which the department acted so wisely in purchasing for the blockade and other duty.

The *Chippewa* class, the ones alluded to, are 507 tons; the *Monticello*, the one selected for comparison, is 655 tons—for naval purposes nearly the same. The *Monticello* ran for several years before the war broke out in the mercantile marine. There is nothing extraordinary in either her machinery or model. Her engine and boiler are as plain and simple as it is possible to make them. They are free from Isherwood gimcracks. The *Monticello* can and did steam when in fair order, two knots an hour faster than the twenty-three gunboats. The boilers of the comparative vessels are of about the same evaporative power, but we find that the *Monticello* has about fifty per cent. more cylinder, and consequently uses her steam with the usual measure of expansion. The cylinder of the *Monticello* is 40 inches in diameter by 42 inches length of stroke; the two cylinders of the *Chippewa* class are each 30 inches in diameter by 18 inches length of stroke, so any one can compute their relative capacities.

It may be urged by the dependent "experts," that it was necessary to keep the *Chippewa* class engines below the water-line, out of the reach of shot, and that consequently as one of the witnesses testified, they must be "heavier" and more complicated; but when we find that the really vulnerable parts of the steam machinery viz., the boilers and steam pipes, are many feet above the water-line, and only the polished brass and wrought iron "ball and socket" joints and other traps, are put in the bilge, out of the reach of hostile shot, daylight shines through *that* sort of logic. As for the batteries of the respective vessels, we find that the *Monticello* carried seven guns and the others from four to six. Not only from her greater speed was the *Monticello* by far the most valuable vessel for naval purposes, but also on account of her much more economical use of coal.

This is no far-fetched comparison; we can go through the Navy Register and make dozens just as striking and fatal to the Isherwood machinery.

The *Monticello* has been sold, and is again plying in the mercantile marine.

The gunboats have been sold and we are anxiously waiting to see them run in competition with such craft as the *Monticello*, *Mount Vernon*, *Vicksburgh*, &c., &c. Again, it will be urged that these gunboats are unsuited for mercantile pursuits. But build them up one deck, and their hulls are as good as the ones cited. But their steam machinery—"aye, there's the rub."

Indeed, it is more than intimated that the purchasers bought them with the view of removing the machinery and selling it for old material. It is thought that the tons of brass and other material will nearly equal the cost of the purchase.

Fortunately for the country, the sagacity of the Secretary of the Navy in purchasing and employing vessels from the mercantile marine has practically neutralized the fearful consequences that would otherwise have resulted from the incapacity of the head of the Steam Engineering Bureau. For if all, or a large portion of the vessels on the blockade had been propelled by ISHERWOOD's machinery, we would have had no blockade at all, and it is to the mercantile marine (as far as wooden vessels are concerned) that we owe its great efficiency.

It is intended, in another article, to give clear and full exposition of the erroneous data and tables obtained by the committee from the Bureau of Steam Engineering. ENGINEER.

HOW AN ARMY IS SUSTAINED.

REPORT OF THE QUARTERMASTER-GENERAL.

The Feeding and Clothing of the Great Armies of the Union.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, Nov. 8, 1865.

SIR: I have the honor to submit the annual report of operations of the Quartermaster's Department during the fiscal year ending 30th June, 1865.

On the first of July, 1864, the balance of appropriation in the Treasury undrawn was	$8,699,768 16
Appropriation for fiscal year ending 30th June, 1865	199,250,000 00
Deficiency bill, March 2, 1865	83,181,137 00
Appropriation for fiscal year ending 30th June, 1866	168,500,000 00
Total	$459,630,905 16
Requisitions on Treasury in fiscal year ending 30th June, 1865	431,706,057 44
Balance remaining 30th June, 1865	$27,924,847 72

A financial statement in detail will be found in a table at the end of this report.

This department is charged with the duty of providing means of transportation by land and water for all the troops and for all the material of war. It furnishes the horses for artillery and cavalry, and the horses and mules of the wagon trains; provides and supplies tents, camp and garrison equipage, forage, lumber, and all materials for camps and for shelter of the troops. It builds barracks, hospitals and storehouses, provides wagons and ambulances, harness, (except for cavalry and artillery horses;) builds or charters ships and steamers, docks and wharves; constructs and repairs roads, railroads and their bridges; clothes the army, and is charged generally with the payment of all expenses attending military operations not assigned by law or regulation to some other department.

While the Ordnance Department procures and issues arms and ammunition, and the Subsistence Department supplies provisions, and the Medical Department medical and hospital stores, the Quartermaster's Department is called upon to transport the stores of all these departments from the depots to the camps upon the march and to the battle-field, where they are finally issued to the troops.

These duties have been efficiently performed during the year.

In the last, as in the former years of the war, under the energetic and liberal administration of the War Department, the wants of the troops have been regularly supplied; their comfort, health and efficiency have been amply provided for. The army itself does justice to the wise and enlarged administration which has enabled it to move successfully in a field of warfare constantly widening.

Atlanta, the key of the rebel defence, was secured after a campaign involving a line of operation of 300 miles in length, maintained for months through a hostile country so effectually as to enable an army of 90,000 men, with over 40,000 animals, to subsist, not only while advancing, but, what is much more difficult, while laying siege for weeks to that position.

The enemy's army, driven from Atlanta, but still formidable in numbers and in courage, threw itself upon this long line of operations—two slender rods of iron, crossing wide rivers, winding through mountain gorges, plunging under the mountain ranges, and everywhere exposed to the raids of an enterprising enemy, favored by the thick leaves which bordered the railroad throughout nearly its whole extent.

The guards of the position on the line of communication did their duty, and the railroad construction corps of this department, thoroughly organized, strong in numbers, in skill and in discipline, repaired broken bridges and railroads. New engines from the workshops of the North replaced those which torpedoes or broken rails threw from the track. Trains loaded with timber, with iron, with water and fuel for the engines, preceded the trains of subsistence and ammunition, and scarce was the communication broken before it was reestablished.

The conquering army followed the desperate garrison of Atlanta, and drove him off the line of communication. The railroad was worked night and day to its fullest capacity; supplies for a new campaign for an army of ninety thousand men were poured into Atlanta. All surplus stores, all sick and enfeebled men, were sent by railroad to the rear, and the army of Gen. SHERMAN, with its three thousand wagons, full loaded with every material of war, and accompanied by droves of many thousand beef cattle, reinforced by the return of those who, disabled in the earlier events of the campaign, had been recruited in the hospitals of Nashville, three hundred miles to the rear, and forwarded by railroad to resume their places in its ranks, marched out of Atlanta, blew up that depot, destroyed all the railroads which made that city of value in the war, and bent its steps toward the ocean.

In no other country have railroads been brought to perform so important a part in the operations of war. Scarce in any other country could be found the men to perform the feats of construction which have illustrated this campaign.

At no time during the march from Chattanooga to Atlanta were the railroad trains five days behind the General commanding.

The reconstruction of the bridges over the Etowah and the Chattahoochie are unparalleled feats of military construction.

The Etowah Bridge, 625 feet long, 75 feet high, was burned by the rebels and was rebuilt by the labor of six hundred men of the Construction Corps in six days.

The Chattahoochie Bridge, six miles from Atlanta, is 740 feet long and 90 feet high, and was built in four and a-half days by six hundred men of the Construction Corps.

The army under Gen. SHERMAN moved southeast from Atlanta; it plunged into the forests and sands of Georgia and was lost to our view. The rebel army moved into Tennessee and advanced upon Nashville, to be dashed in pieces against the army of Major-Gen. THOMAS. And thus perished the last great army of the rebellion in the central South and West, east of the Mississippi.

The rebel press reported defeats, disasters, repulses to the army, with which we had no communication. No anxiety as to their fate oppressed the minds of those who had in the War Department directed the measures and provisions for their equipment for this bold and decisive march. A bare possibility that, by the abandonment of all eastern positions, the rebel army of Virginia might throw itself across SHERMAN's path, induced the department to order supplies to Pensacola, to relieve any immediate wants should the army be obliged to move southward; but the great work of preparation to meet and refit this army upon the southeastern Atlantic coast was at once commenced and steadily prosecuted. While a few vessels went to Pensacola to await orders, a great fleet of transports was collected at Port Royal, laden with everything that experience indicated as necessary to repair the consumption and the losses of the adventurous march. Clothing, shoes, shelter tents, forage, provisions, spare parts of wagons, wagons complete, harness, leather, wax, thread, needles, and tools for all the trades which are plied on the march and in camp, were collected in the harbor of Hilton Head.

All this was done in the dead of Winter. Light-draught, frail river steamers trusted themselves, under daring Yankee Captains and crews, to the storms of the stormiest coast of the world, and all arrived safely at their destination. And here let me pay a tribute to those gallant seamen of the merchant shipping of the nation, who in the war entered its transport fleet. No service has been so difficult or so tedious—none so dangerous as to discourage or daunt them.

No call for volunteers has ever failed to meet a ready response, whether to tempt the shoals and storms of a tempestuous coast, the hidden and mysterious dangers of the dark bayous of the South, strewn with torpedoes by the develish ingenuity of deserters from our own military and naval service, or to run with frail river steamboats the batteries of the Potomac, the James and the Pamlico, or the still more formidable works of Vicksburgh. Urged by the spirit of adventure, supported by the patriotism of freemen, they have always stood ready, and have cheerfully obeyed every order, incurred every risk.

On the 13th of December Fort McAllister fell before the assault of Gen. SHERMAN's veterans. The transport fleet was ordered at once to the mouths of the Ogeechee and of the Savannah. The City of Savannah was carried within a few days, and a wrecking party, then employed upon the Coast of Florida, with all the ingenious equipment which modern science has contrived for submarine operations, was towed by a steamer to the Savannah River and set to work to remove the formidable obstacles to its navigation. These for four years seemed to have employed all the ingenuity and mechanical skill of a people who had torn up the pavements of their commercial streets to supply material to obstruct the channels of their harbor.

In a few days a passage was cleared, and the steamers and vessels of the transport fleet discharged their cargoes at the long-disused and dilapidated wharves of Savannah, and sailed for the North richly freighted with captured cotton.

On the 22d January Gen. SHERMAN again moved northward.

A division of the railroad construction-corps had been ordered from the Tennessee to the Savannah to meet him. It had crossed the Alleghanies in mid-winter and was promptly at the rendezvous with men and officers, and all tools, materials and machinery for rebuilding the railroads of the coast. It was decided not to operate directly against Charleston, the great stronghold of the rebellion, which had for four years defied our ships and the force we could spare for its siege.

The wiser and more daring plan of marching inland, cutting off its means of supply, capturing the capital, and devastating the agricultural portion of the State, was pursued.

Charleston soon fell, and the construction-corps was moved to Morehead City, there to open up the railroad from the harbor of Beaufort, N. C., toward Kinston, at which point Gen. SHERMAN, when I parted from him in January, his army reclad, reshod, supplied and ready to resume his march, told me to look for him next.

His Chief Quartermaster, Gen. EASTON, who had accompanied the army in its march from Chattanooga to Savannah, remained on the coast, taking charge of the fleet loaded with supplies were transferred to the harbor of Beaufort. Fort Fisher fell in January, and the Cape Fear River was opened to our transports. The troops which had captured, with the aid of the navy, the defences at the mouth of this river, reinforced by the Twenty-third Army Corps, which, in January, was transferred from the Tennessee to the Atlantic, captured Wilmington and advanced toward Goldsborough. The two railroads, each ninety-five miles in length, from Wilmington and from Morehead City to Goldsborough, were repaired by the construction corps. They were stocked with cars and engines, and when the right wing of Gen. SHERMAN's army entered Goldsborough on March 22, it met supplies of provisions brought by the railroads from the coast, and found Goldsborough occupied by a corps which, on Jan. 15, had been encamped on the bank of the Tennessee.

Again was the army supplied with full equipments of clothing, stores and of all the various articles of necessity for itself and its trains, worn out in the long march from Savannah; and by April 10, the appointed day, fully equipped, it moved against the enemy at Raleigh.

Upon the surrender of the rebel armies in Virginia and North Carolina, the armies of Gen. SHERMAN and Lieut.-Gen. GRANT marched for Washington, where they were reviewed by the President and Cabinet, after which they went into camp on the heights surrounding the capital, and the preparations for their transfer to other fields of operations, and for their disbandment, were made.

While the coast was the scene of the efforts of the department to support and supply the army of Gen. SHERMAN, the armies in front of Richmond also required a vast expenditure. These armies were stronger in numbers than Gen. SHERMAN's. Their equipment for march, as well as for siege, was constantly kept in the highest state of efficiency. The country in which they lay furnished no supplies, and food and forage and stores were brought by rail and by sea from the North and Northwest. The shipments of forage alone to the armies on the James averaged over $1,000,000 per month throughout the Winter.

The tables at the end of this report give information as to the strength of the fleet and the magnitude of the operations involved in the supply from distant ports, of an army over 100,000 in strength, with, at times, over 5,000 wagons to keep in repair, and over 65,000 animals, horses and mules, to be fed.

From the depots in the West, under the general direction of Brevet Major-General ROBERT ALLEN, Senior Quartermaster in the Mississippi Valley, the wants of the Armies of the Tennessee, the Cumberland, the Mississippi, the Missouri, the Arkansas, and the Gulf of Mexico were supplied.

The Northwest was the storehouse from which were drawn subsistence, forage, and all other material, which, by steamboats and railroad trains, were distributed to the posts.

Lists of steamers employed on the Atlantic, upon the Gulf, and upon the Western rivers are attached to this report.

The transport fleet exceeded a thousand vessels, of every variety of construction, impelled by sail or steam. Details of this fleet and its cost will be found in another part of this report.

Great movements of troops continued to be made. The army of Gen. THOMAS having dispersed the rebel army in the campaign which culminated in the battle of Nashville, on the 15th and 16th of December, 1864, and the pursuit which followed it, was divided. The Twenty-third corps, under Gen. SCHOFIELD, fifteen thousand strong, was, in January, as hereinafter detailed, transported to the coast of North Carolina, to coöperate with Gen. SHERMAN, expected at Kinston. The Sixteenth Corps, under Gen. A. J. SMITH, seventeen thousand strong, with artillery and baggage trains, was sent to New-Orleans to coöperate with the troops then under Gen. CANBY in the reduction of Mobile.

The cavalry, under Maj.-Gen. WILSON, was refitted, remounted, equipped and launched into the interior of Alabama, to capture the principal interior cities of Alabama and Georgia; Selma, Montgomery, Columbus and Macon fell before them.

In all these movements the troops were kept well supplied with the necessary materials; horses, forage, food, and other clothing were promptly delivered at the appointed rendezvous and depots, and steamers were ready, on river and coast, to move the troops and their supplies promptly.

During the whole year—I believe I may say during the whole war—no movement was delayed, no enterprise failed, for want of means of transportation, or the supplies required from the Quartermaster's Department.

The close of hostilities made even greater exertions on the part of this department necessary; 233,000 men were distributed from Washington alone to their homes in the North, carried to every hamlet and village, camps of discharge being established in every State, at which the regiments rendezvoused until paid off, when the men dispersed.

Sixty thousand men of the army of Gen. SHERMAN were moved from Washington to Louisville, from which place, after a short time, they were put in motion for their homes and discharged; twenty-five thousand men were moved from the James River to the Rio Grande; seven thousand men were sent from the Potomac to Savannah.

Sixty thousand prisoners of war, released, were sent to their homes in the Southern States.

Regiments were brought from the Gulf and South Atlantic coasts, and sent to their States to be discharged. Their places were in some cases supplied by the transfer to the South of the regiments which had longer to serve. A large force of cavalry was moved from the Potomac to the Arkansas and to the Western plains.

The activity of the transportation branch of the department has never been greater than since the cessation of hostilities; its duty embraces the transportation to their homes of the greater part of an army of a million men, the collection and transportation of depots, for storage or for sale, of the animals and stores surplus from the rapid reduction of the forces employed.

Officers were sent to inspect the various depots and posts to report what stores should be sold and what preserved. Stringent orders were issued directing reductions in purchases, in lists of persons employed, ordering the sale of surplus material, the reduction of the strength of the trains, and the sale of all surplus animals of the cavalry, artillery and trains, the discharge or sale of transports not needed for the returning troops. Reports in detail, herewith, contain such information as to these operations as can be collected at that time, and embraced within the limits of this report.

The examination, collation and analysis of the records of this department is not complete. The material is abundant, and I propose, with your approbation, to establish a board of officers, whose business it shall be to collect from the official reports full statistics of the vast operations which, during the last four years, have taxed the fullest energies of every officer of ability and experience in this department.

The work has been accomplished, the record is in possession of the office, but the labors of execution have not left leisure for that examination and comparison of the records which is necessary for a full statistical report of operations of this department during the four years of war.

In the last annual report I had the honor to make nominal report of the officers who held the most important and responsible positions in this department during the previous year, and to call attention to their merits and their worth. Many of these officers have received the promotion which they have so well deserved, and which they so highly prize as the recognition by their government of faithful service. I am grateful for the recognition of the service and success of the department under my control, thus given to its officers.

The general distribution of duties has not materially varied during the year. The officers had, in the course of three years of active service, generally found the positions in which their respective qualities made them of the greatest service to their country.

Brevet Major-Gen. ROBERT ALLEN continued to exercise the authority and control with which he had been invested as senior and supervising Quartermaster in the Valley of the Mississippi; his duties have remained the same as during the previous years. His annual report is given. Had it been more full in detail, it would have given a better idea of the magnitude of his responsibilities, his labors, and his merits. There passed through his hands, during the fiscal year, $33,933,646 45.

Brevet Major-Gen. RAINS INGALLS continued in the field to control the service of the Quartermaster's Department, with the armies operating under Lieut.-Gen. GRANT against Richmond.

The admirable manner in which the duties of his post were performed is shown in the efficiency of the operations which supplied the troops during the long siege and the rapid marches which, after the enemy was driven from his works, resulted in the capture of his entire army. The disbursements have been (under his direction) $1,636,759 08, principally for wages of workmen. The supplies for this army were purchased under direction of this office, and shipped to it from the depots of the North as required.

Brevet Major-Gen. D. H. RUCKER has continued in charge of the great depot of Washington, the depot through which a great part of the supplies of the armies before Richmond and upon the Atlantic coast passed. Here the animals and clothing for these armies were collected. To this point their worn-out and disabled animals and equipment were returned for recuperation and repair, or to be disposed of and replaced.

Upon this depot, after the fall of Richmond, 270,000 troops were concentrated, and here were made all the arrangements for their transportation to the West and North before their final dispersion. The expenditures of the year, under his direction, have been $8,822,065 38.

Brevet Major-Gen. JAMES L. DONALDSON has continued in charge of the great base of supplies of the armies of SHERMAN and THOMAS. He is now supervising Quartermaster of the military division of Tennessee, and is engaged in the supply of the troops still quartered in the South, and in returning them, as discharged, to their homes, and in disposing of the vast accumulation of stores no longer needed since the cessation of hostilities and consequent reduction of the army. He has controlled the expenditure of $24,821,095 79.

Brevet Brig.-Gen. THOMAS SWORDS, senior Quartermaster in the Department of the Ohio; assisted by Col. MOULTON, has been in charge of the operations of the department at the important depot of Cincinnati, which has furnished nearly one-third of the clothing for the armies of the United States. He has received and distributed to other officers, or disbursed during the year $17,402,501 95.

Brevet Brig.-Gen. G. H. CROSSMAN, who had been in Philadelphia from the 30th of August, 1861, to the 24th of August, 1864, in charge of the Philadelphia depot and the providing of clothing and equipage, was then temporarily relieved by Col. A. J. PERRY, Chief of the Division of Clothing and Equipage. He has since been engaged in preparing a manual of the service of the Quartermaster's Department, intended to fix the forms, sizes and construction and qualities of the various articles of equipment which are supplied by the Quartermaster's Department, in order that the experience gained in all these details may not be lost, but may be at hand to instruct the officers of the department in future operations. The records and details of these models should be preserved. They have enabled our armies to make unexampled marches with less suffering, privation, sickness and loss, than we find recorded in the history of the campaigns of other nations. His disbursements have been, during the year, $6,274,278 55.

Brevet Brig.-Gen. D. H. VINTON has continued at the head of the depot of clothing and equipage of New-York. No officer has more thoroughly and efficiently performed his duty. He has received and expended $34,637,511 11.

Brevet Brig.-Gen. L. C. EASTON, Chief Quartermaster of the army of Gen. SHERMAN, accompanied that army in its campaign from Chattanooga and the siege of Atlanta; superintended its outfit for, and accompanied it in its march to the sea. At Savannah he took charge of the transport fleet, and of the stores sent to meet the army on the coast; conducted them to the coast of North Carolina, and sent forward the supplies which, by the 10th of April, enabled it again to march against the rebels at Raleigh. After the dispersion and reduction of the army, he was assigned to duty as Chief Quartermaster at the headquarters of the Major-General commanding the Military Division of the Mississippi, with his post at St. Louis, where he exercises a general supervision and control. He has received and accounted for $981,822 27.

Brevet Brig.-Gen. CHARLES THOMAS, Assistant Quarter-master-General, has aided me in the management of the business of this office, having charge of the finances and accounts of the office.

Brevet Brig.-Gen. WILLIAM MYERS, as Chief Assistant to Gen. ROBERT ALLEN, in the Mississippi Valley, has been in charge of the depot at St. Louis. His responsibilities have been great, and have been met to the satisfaction and approbation of his senior officers. Gen. ALLEN, in his report, speaks of him in the highest terms. He reports the receipt and expenditure or transfer of $49,671,975 35.

Brevet Brig.-Gen. STEWART VAN VLIET, has continued at New-York in charge of the operations of the department at that important post. His disbursements and transfers during the year have reached the sum of $20,170,162 60.

Col. C. W. MOULTON, has been, during a portion of the fiscal year, in charge of the Clothing and Equipage Depot at Cincinnati. He reports the receipt and expenditure of $31,287,324 49.

Brevet Brig.-Gen. GEORGE S. DODGE, Chief Quartermaster of the Army of the James, accompanied the naval and military expedition which reduced Fort Fisher, on the coast of North Carolina. He displayed great energy and skill in disembarking upon an open coast men and material for the siege and assault of that formidable work, and was specially rewarded by brevet promotion for signal services on that occasion. He has since been actively employed in extensive inspections, both North and South, which have been most efficiently performed, and have aided this department in enforcing great reductions of expenditure. He is a most deserving officer.

Col. WILLIAM W. MCKIM, for some time in charge of the depot of Cincinnati, has been in charge of the depot at Philadelphia, including the operations of the great depot of clothing and equipage at the Schuylkill arsenal, since the 15th of February last. He is a most efficient and deserving officer. He reports an expenditure during the year of $24,986,188 16.

The depot of Baltimore has been in charge of Col. R. M. NEWPORT since the 24th of September, 1864. In the earlier part of the fiscal year it was under charge of Major C. W. THOMAS, Quartermaster's Department. Col. NEWTON's expenditures and transfers are reported at $1,167,971 73.

Col. S. B. HOLABIRD has continued on duty at New-Orleans, where his long experience and his business capacity have made his service most valuable. He accompanied the army of Gen. BANKS to Louisiana when that officer first assumed command in the Southwest, and has always been zealous and successful in the discharge of the heavy duties which have been imposed upon him. His receipts, transfers and expenditures during the year were $15,290,396 67.

Col. C. G. SAWTELLE, as Chief Quartermaster of the command, first of Gen. CANBY, and lately of the troops and military division under Major-Gen. SHERIDAN, has rendered most valuable service. As Chief Quartermaster of Gen. CANBY's army, he directed the operations of the Quartermaster's Department in the movements against Mobile. After the fall of Mobile, and the assignment of Major-Gen. SHERIDAN to command in the Southwest, he was attached to his staff as Chief Quartermaster of the Military Division, and forwarded the army which was sent from New-Orleans to Texas, including the later movements of the Twenty-fifth Army Corps, which, embarking on the James, rendezvoused on the northern coast of the Gulf of Mexico, before proceeding to Texas. He reports the receipt, transfer and expenditure during the fiscal year of $684,857 45.

The principal disbursements in the command to which he is attached have been made by officers at depots.

The limits of this report will not permit me to notice here all the officers of the department who have held important positions during the extended operations of the last year of this most active and eventful war. I mention the names merely of some of the officers whose merits have promoted them to most important positions.

Lists of officers of the Quartermaster's Department who have served as Chief Quartermaster's of armies, of great territorial divisions, and in charge of important depots, and of those who have been specially noted in the records received at this office for good service, are attached to this report.

The officers who have been my personal assistants in charge of the several divisions of this office, are noticed in referring to the branches of the service in which they have had special control.

HORSES AND MULES.

The purchase and supply of the animals of the army pertains to the First Division of this office, of which Brevet Brig.-Gen. JAMES A. EKIN, of the Quartermaster's Department, has charge. He reports purchases of cavalry horses during the year ending June 30, 1865, 141,632; total from Jan. 1, 1864, to May 9, 1865, at which time purchases ceased, 193,338; of artillery horses from September 1, 1864, to June 30, 1865, purchases having ceased May 9, 20,714; of mules, from July 1, 1864, to June 30, 1865, purchases having ceased May 9, 58,818. The earlier purchases of horses delivered in Washington at the beginning of the war, were at $125. Subsequently, for a time, horses were delivered here as low as $100. The price gradually advanced until the close of the war. The price of cavalry horses during the last fiscal year have varied from $144 to $185; of artillery horses, $161 to $185; of mules, $150 to $195; there have been sold at the depots since Jan. 1, 1864, of cavalry horses, 40,070, there have died at these depots, 38,277; artillery horses reported as having died at these depots, Sept. 1, 1864, to June 30, 1865, 434; mules sold, September 1, 1864, to June 30, 1865, 14,479; died at depots in same time, 7,336.

The deaths reported occurred at depots principally among animals from the field as broken down and unserviceable.

The destruction in the field was greater, probably nearly equaling the number supplied by purchase and capture, as neither the trains nor the cavalry of the armies have been materially increased during the last year of the war, and the purchases have been almost entirely to supply losses.

The issues of cavalry horses to the Army of the Shenandoah, actively engaged under Major-Gen. SHERIDAN, have been at the rate of three remounts per annum. The service of a cavalry horse under an enterprising commander has, therefore, averaged only four months.

Of the animals which are sent to the depots for recuperation, about 60 per cent. recovered, and becoming serviceable, have again been issued.

SALES.

There have been sold, so far as reported, to Oct. 17, and since May 8, 1865, and in accordance with General Order No. 28 of the Quartermaster-General's office, dated May 8, 1865, 53,794 horses and 52,516 mules, for the sum of $6,107,618 14. It is probable that when the full returns are received, the total amount of sales from May 8 to Oct. 17 will prove to exceed $7,000,000.

Gen. EKIN names the officers who have acted under his orders in the business of providing and disposing of animals of the army, and bears testimony to their good service, for which I respectfully refer to his report herewith. He reports the expenditures of the fiscal year as follows:

On hand July 1, 1864, and received during the fiscal year		$8,501,078 84
Expended	$3,719,070 13	
Transferred to officers	4,295,963 72	—$8,015,033 85
Remaining to his credit June 30, 1865		$486,044 99

Estimates of Quartermasters for purchase of horses, submitted to and approved by him during the year:

For horses	$23,600,456 66
For mules	6,424,637 66
Total	$39,035,094 32

CLOTHING AND EQUIPAGE.

The clothing and equipage of the army are provided by contract by purchase, and by manufacture at the several principal depots:

Of the principal articles of clothing and equipage, the following quantities have been purchased and manufactured at the three principal depots during the fiscal years ending June 30, 1865:

Uniform coats	311,597	Flags	4,185
Uniform jackets	410,627	Blouses	2,617,374
Uniform trousers	3,463,858	Shoes, pairs	1,688,017
Drawers	3,708,393	Boots, pairs	659,548
Shirts, flannel	3,268,165	Stockings	5,654,572
Great coats	873,266	Hats	412,832
Blankets, woolen	1,746,034	Caps	1,151,948
Blankets, water-proof	826,624	Knapsacks	958,087
Canteens	1,163,347	Haversacks	1,066,647
Hospital tents	10,263	Guidons	1,293
Wall tents	8,412	Picks	42,446
Wedge or common tents	1,412	Axes	108,197
Shelter tents	698,187	Spades and Shovels	150,931
Bedsack	19,616	Hatchets	81,054
Regimental colors	1,321	Mess pans	160,296
Camp colors	4,160	Camp kettles	73,895
National colors	707	Bugles	3,675
		Drums	10,330
		Fifes	1,400

The stock on hand ready for issue on the 30th of June, 1865, but not transferred to the armies for issue, was:

Uniform coats	462,105	Knapsacks	368,578
Uniform jackets	504,811	Haversacks	522,621
Uniform trowsers	1,186,234	Canteens	845,209
Drawers	1,166,541	Hospital tents	6,141
Shirts, flannel	1,542,294	Wall tents	15,672
Great-coats	929,725	Wedge or common tents	53,902
Blankets, woolen	1,049,106	Shelter tents	791,254
Blankets, water-proof	384,975	Bed sacks	167,437
Blouses	1,410,859	Regimental colors	789
Shoes, pairs	1,582,456	Camp colors	7,270
Boots, pairs	435,932	National colors	649
Stockings	1,803,719	Flags	7,667
Hats	397,593	Guidons	2,039
Caps	926,922	Picks	103,228
Axes	90,548	Bugles	5,843
Spades and shovels	152,528	Trumpets	3,869
Hatchets	111,247	Drums	6,865
Mess pans	364,046	Fifes	11,747
Camp kettles	106,417		

For further details of the supply of clothing, camp and garrison equipage, during the fiscal year, and during the whole war, I respectfully refer to the tables accompanying this report. They give information as to the quantities of the various materials purchased, as well as of the articles manufactured therefrom, or purchased ready-made in a compact form, and with greater precision than is possible in this narrative.

There have been purchased during the fiscal year, cloth and other materials to the value of $21,430,858 84; clothing, $70,787,282 20; equipage, $13,515,301 09; the expenditure for all objects relating to clothing and equipage, including payment of rents, compensation to workmen, clerks and others, at the principal depots, has been during the year ending June 30, 1865, $105,-019,406 13.

Two of the tables herewith give approximately the quantities of material and of ready-made articles of clothing and equipage, which the three principal depots have supplied during the war.

The only domestic branch of manufacture which has not shown capacity to supply the army is that of blankets. The department has been obliged throughout the war to use a considerable proportion of army blankets of foreign manufacture.

The condition of the property stored at the Schuylkill Arsenal, at Philadelphia, is a source of apprehension. About $20,000,000 of property is in store there, and it is recommended that alterations and additions be made in the buildings or within the walls, to enable the department to remove much valuable property now stored in temporary sheds and exposed to danger from fire, into proper fire-proof buildings.

The prices of clothing and equipage have constantly advanced during the war. A table of the lowest and highest paid accompanies this report. It will be seen that toward the termination of the war, the prices of many leading articles had more than doubled; of some articles the price has quadrupled.

During the last year large armies have changed their bases. The army of Gen. SHERMAN from the Tennessee and Ohio to the Atlantic coast at Savannah; then again to the harbor of Beaufort, North Carolina, several hundred miles distant. Yet, at each of these new bases, this army, from seventy thousand to one hundred thousand strong, found the supplies for a complete new outfit ready for issue. Most of the clothing and equipage for this purpose was sent from New-York. Details of the operation are found elsewhere in this report.

So armies of fifteen thousand to twenty-five thousand men have been during the past year suddenly moved from the Tennessee to the Atlantic; from the Tennessee to the Gulf coast; from the James to the Rio Grande; but from none of these new fields and bases of operation, in the midst of these sudden and gigantic movements, has the complaint been made of suffering for want of any of the supplies which it is the duty of this department to provide or to transport.

OCEAN TRANSPORTATION.

There were in the employment of the department of ocean and lake transportation, in the Spring of 1865, owned by the department—steamers, 106; steam-tugs, 29; sailing vessels, 15; barges, 21—total, 171 vessels, with a tonnage of 49,358 tons. The department also had under charter at that time—steamers, 275; tugs, 91; sailing vessels, 75; barges, 271; with a tonnage of 191,139 tons.

Total number of vessels employed, 783; tonnage, 240,507 tons. Average daily expense of the fleet, $97,500.

On the 1st of July, 1865, the fleet owned consisted of—steamers, 115; tugs, 23; sail vessels, 12; barges, 20; tonnage, 55,496 tons.

The chartered fleet consisted of—steamers, 177; tugs, 69; sail vessels, 74; barges, 100; tonnage, 138,440 tons.

Total number of vessels, 590; tonnage, 193,936 tons; daily cost, $82,400.

During the fiscal year, the average size of the transport fleet was 351 steamers, 171,081 tons; 111 steam-tugs, 13,262 tons; 89 sail vessels, 17,738 tons; 168 barges, 22,903 tons. Total, 719 vessels, of 224,984 tons. Its average daily cost was $92,414.

WESTERN RIVER TRANSPORTATION.

In the course of the war, a considerable fleet of river steamers and other vessels has become the property of the department upon the Mississippi and its tributaries, by purchase, by construction, or by capture. A list of the steamers accompanies the report. It contains the names of 34 side-wheel steamers, 37 stern-wheel steamers, 3 centre-wheel steamers, 1 ferry-boat, 16 screw tugs; total steamboats, 91. Of other vessels, the department owned, upon those rivers, 2 steamboat hulls, 74 model barges, 226 gunwale barges, 26 small wood barges, 3 box barges, 23 barges not classified; total barges, 352; wharf-boats, 18; canal-boats, 3; coal-boats, 60; yawl-boats, 50; sail-boats, 10; metallic boats, 1; total boats, 139. Skiffs, 9; sectional docks, 3; small flats, 2; floating docks, 1. Total boats and barges of all kinds, 599.

Nearly all of these have been advertised for sale. Those which have been constructed or purchased by the department have been or will be sold. Those which have been captured or seized will be turned over to the Treasury Department, to be disposed of under the law, or will be returned to their original owners, if pardoned, and if so ordered, upon full consideration of their claims.

The agreement made early in the war with a convention of railroad companies has continued in force through all the changes in values which the war has brought. The railroad officers have responded to every demand of the transportation department of the government, and, by their cordial coöperation with the officers of the Quartermaster's Department, have made those great movements of troops easy of execution and unexampled in dispatch.

There have been filed in the office of the Fourth Division, since its organization, 442 claims, amounting to $268,545 02; 202 have been allowed, amounting to $68,712 34; 92 have been referred to the Third Auditor or to disbursing officers for examination and settlement, amounting to $87,467 30; 99 have been rejected, amounting to $60,188 34; 48 await action, amounting to $46,891 44; one has been withdrawn, amounting to $5,341.

From the imperfect reports yet received at the office of the Fourth Division, the number of passages granted to prisoners and refugees who have been transported by the division, during the fiscal year, is 356,541, costing over $1,300,000.

DISPERSION OF THE ARMIES CONCENTRATED AT WASHINGTON.

The armies of the West and of the Potomac, after the fall of Richmond and the surrender of the Eastern rebel armies, marched through Washington, were reviewed by the President and Cabinet, and encamping upon the heights surrounding the capital, prepared for their final dispersion and disbandment.

During the forty days between May 27 and July 6, 233,200 men, 12,838 horses and 4,300,850 pounds of baggage were removed from Washington by the Washington Branch Railroad to the Relay House, where a large portion of them turned westward. The remainder passed through Baltimore, dividing at that city into two streams, one of which moved north through Harrisburgh, the other northeast, through Philadelphia.

The general instructions of the Quartermaster-General, preparing for this movement, will be found among the papers attached to this report. They designated the routes and prescribed certain precautions and preparations for the comfort and safety of troops moving by rail.

Of the troops there were returning home as discharged from service 161,403 men, 4,640 horses and 1,828,450 pounds of baggage, distributed as follows:

To the Northeastern States, 28,303 men, 1,237 horses, 287,000 pounds of baggage.

To the Middle States, 100,309 men, 2,323 horses, 907,000 pounds of baggage.

To the Western States, 32,791 men, 1,000 horses, 634,450 pounds of baggage.

The Army of the Tennessee, ordered to move to Louisville, from which place they were, in a few weeks, sent to their homes for discharge from service, 60,994 men, 2,657 horses, 2,42,000 pounds baggage.

Cavalry ordered West for active service, 10,393 men, 5,757 horses, 308,000 pounds baggage.

Total number in forty days over the Washington Branch Railroad and the various railroads diverging from the Relay House and from Baltimore, 233,200 men, 12,831 horses, and 4,300,850 pounds baggage.

The Army of the Tennessee, the troops ordered West for active service, and a portion of those ordered to their Western homes for discharge, passed over the Baltimore and Ohio Railroad to Parkersburgh, its western terminus, on the Ohio River, where boats were provided for their march to Louisville, Lawrenceburgh, Camp Denison and Cincinnati. Between the 27th May and 6th July, within forty days, during twelve of which no troops arrived at Parkersburgh from Washington, there were moved from that place to—

	Men.	Horses.
Louisville	78,450	5,855
St. Louis	7,082	3,314
Lawrenceburgh, Ind.	8,424	153
Camp Denison, Ohio	1,479	29
Cincinnati	1,361	545
Total	96,796	9,896

In this movement by water 92 steamboats were employed an average of 17 days and a fraction for each boat, at an average compensation of $175 per day each. Each boat consumed on an average 200 bushels of coal per day.

The total service of all the boats was 1,601 days, costing for charter $280,175, and consuming 320,200 bushels of bituminous coal, $48,030.

Total cost of transportation from Parkersburgh by water to various points on the Ohio and to St. Louis, of 96,796 men and 9,856 horses, $328,295.

The same movement, if performed by railroad, at the reduced rates at which the railroads serve the government, would have cost $736,964.

Thus 90,000 men and 10,000 horses were, in the space of forty days, moved from Washington, on the Potomac, across the Alleghanies, and descending the Ohio and ascending the Mississippi, were placed in the several positions to which they had been ordered.

During these same forty days 233,000 men in all were moved by railroad from Washington, 96,000 of them to the posts above named; the others were distributed to every hamlet and village of the States north of the Potomac and Ohio Rivers, and restored to their homes, the labor of war over, to return to the pursuits of peaceful industry which they had left at the call of their country in her hour of need.

In all these movements there have been few accidents, and economy of the service is not less noticeable than its speed.

Had the armies marched to their several places of destination, the pay of the men, the subsistence of men and animals, the maintenance of the immense trains which would have accompanied them, considering the time which the march would have consumed, would have far exceeded the cost of this rapid movement by rail and river.

It is understood that, since the close of the war, 800,000 men have been safely brought back from the rebellious districts, transported by this department to the several camps of discharge, established in every loyal State, and finally sent to their homes. Many of these men came from Texas and the Gulf coast; others from the territories of all the lately rebellious States.

Such a movement is unexampled. It illustrates the resources of the country for the operations of war, and the great advantages it possesses in its system of navigable rivers and its 40,000 miles of railroads.

The positions taken up by the troops along the line of the Tennessee River for the Winter, required for their supply that the railroads from Nashville to Decatur, and from Decatur to beyond Knoxville, should also be repaired and equipped. Bridges were rebuilt: new and heavier iron was laid down upon the road from Nashville to Chattanooga; locomotives and cars in great numbers were manufactured at the North, and transported to the scene of active operations.

As the Louisville and Nashville Railroad proved insufficient for the heavy traffic thrown upon it, and was sometimes cut by guerrillas, the Nashville and Northwestern Railroad from Nashville to Johnsonville, on the Tennessee River, was repaired, completed and opened to trade. This afforded a new avenue by which the products of the Northwest were transported to the base of operations at Nashville, the Tennessee River being navigable for light draft boats from the Ohio to Johnsonville.

Seventeen hundred and sixty-nine miles of military railways were at one time repaired, maintained, stocked, and operated by the agents of this department, under the energetic supervision of Brevet Brig.-Gen. D. C. MCCALLUM, General Manager of Military Railways of the United States.

TRANSFER OF MILITARY RAILROADS.

As soon as the surrender of the rebel armies and the cessation of hostilities made it possible, efforts were made to induce the railroad companies of the rebellious territories to reorganize by the election of loyal directors and managers, and to resume the charge of the lines which had fallen into the hands of this department, and been repaired and used for the supply of our armies.

At this date nearly all the roads have been transferred, either to the Presidents and directors, or to Boards of Public Works of the States in which they are situated. In the Atlantic States the policy pursued has been to deliver up the roads in whatever condition they were left by the fortune of war at the moment of transfer.

TELEGRAPH.

The military telegraph has continued to be a most important instrument in the conduct of military operations. Its officers have shown the same fidelity and devotion as in former years.

Expenditures during the year were $300,000, of which about $180,000 was expended for purchase of 285 miles of submarine telegraph cables, for use in case of necessity upon the coast and bays. The greater part of this is still on hand.

Referring to Col. STAGER's report herewith, it appears that the estimated cost of supplying and maintaining and operating military lines now in use is $75,000 per month.

	Land.	Submarine.	
Miles of military telegraph in operation July 1, 1864	4,955¼	52¾	
Constructed during the year	3,246¼	68¾	
Total number of miles in operation during the fiscal year ending June 30, 1865	8,201½	121½	
Total			8,323
Taken down or abandoned during the year	2,049	46¼	
Total number of miles in operation June 30, 1865	6,152½	75¼	
Total miles			6,228

During the rebellion there have been constructed and operated about 15,000 miles of military telegraph.

The cost of the military telegraph, from 1st of May, 1861, to Dec. 1, 1862, was about $22,000 per month.

During the year 1863, it averaged $58,500 per month.

In 1864, the telegraph was greatly extended, and the cost reached $93,600 per month.

The total expenditure during the year ending 30th June, 1865, has been $1,360,000.

The total expenditure from 1st May, 1861, to 30th June, 1865, $2,655,500.

FORAGE, FUEL AND REGULAR SUPPLIES.

From the records in this office it appears that the armies in the field required, under the organization prevailing during the third year of the war, for the use of cavalry, artillery, and for the trains, one-half as many horses and mules as they contained soldiers.

The full ration of forage for a horse is fourteen pounds of hay and twelve pounds of grain daily—twenty-six pounds in all. The gross weight of a man's ration of subsistence is three pounds; the forage for an army, therefore, weighs, when full rations are supplied, about four and a half times as much as the subsistence stores.

The forage, probably, exceeds the subsistence as much in bulk as in weight. With armies marching in the field, the forage is in great part gathered along the line of march. Thus the army of Gen. SHERMAN, on its march through the Southern States, supplied itself with abundant forage. The moment the army halted, as at Savannah and at Goldsborough, large shipments of grain and hay were necessary to keep the animals alive. So the army which operated in the vicinity of Nashville, and Gen. SHERMAN's army, during its slow progress from Nashville to Atlanta, and during the siege of that city, drew immense quantities of grain and hay from the Ohio River at vast expense. The armies operating against Richmond during the past fiscal year occupied a fixed position in the lines of their fortified camps, and drew all their supplies from the North by sea. The animals of the army have been well supplied throughout the year, notwithstanding the extent of the territory over which they have been scattered, and the sudden and great changes of base, and consequently lines of supply.

When Gen. SHERMAN's army reached Savannah, and before the opening of the obstructed channels leading to that city permitted the approach of the fleet which had been dispatched to Port Royal, laden with forage and other stores, there was for a short time a scarcity of forage. The rice-straw and rice which along the country about Savannah furnished were soon consumed, and I am informed that some artillery horses perished. But the opening of the rivers soon enabled the department to deliver ample supplies, and his army moved North with abundance of animals and of food.

Col. BROWN was placed in charge of the purchase and supply of forage to the armies on the Atlantic coast in December, 1863; and upon the organization of the Fifth Division of this office was transferred to its head. His administration has been successful, and his report record a business of magnitude and importance seldom equaled. Between the 8th of December, 1862, and the 30th of June, 1865, he purchased and shipped to the depots and armies 2,787,758 bushels of corn; 20,937,380 bushels of oats; 43,314 bushels of barley; 269,804 tons of hay; 8,242 tons of straw—the cost of which was $31,808,563 98. The grain was purchased at certain points, under the direction of Col. BROWN, and transported to Portland, Boston, New-York and Philadelphia by rail, canal, river and lake, making 8,567 car-loads, 560 barge-loads by canal, and 49 schooners, 29 barks and 20 propeller-cargoes on the lakes. The hay purchased upon the line of railroad was transported to the coast in 5,555 car-loads. The whole was reshipped from the above-named ports to the depots of the armies on the coast in 2,510 cargoes. The freight paid to these vessels was $2,576,152 14.

Daily reports from the depots of the various armies, when daily mail or telegraphic communication was open, have been required and have kept this office advised of the state of supply. Contracts made at a distance have been subjected to a careful examination by Col. BROWN himself, and every effort made to prevent and correct extravagance and frauds, both in the purchase and consumption of forage.

The loss by wastage, fire and perils of the sea, upon shipments of forage amounting to $25,000,000 has been less than ⅞th of one per cent.—about 83-100th of one per cent. That there has been waste is undeniable; but in the handling of 30,000,000 of bushels of grain, and its daily distribution to the mangers or nosebags of every horse or mule in the public service, over a country 2,000 miles in width, this was unavoidable.

The abstracts with the report of the Fifth Division show, as approximate results, that during the fiscal year there have been supplied to the army 5,902,273 bushels of corn, costing $8,558,296; 23,794,930 bushels of oats, costing $23,744,930; 43,311 bushels of barley, costing $64,967; 407,799 tons of hay, costing $13,049,568; 10,665 tons of straw, costing $213,300; 146 tons of feed, costing $219; 614 tons of fodder, costing $304. Total forage, $46,618,384.

Fuel for the troops has, generally, in the field, been cut by themselves. At positions held for some time, and not in the enemy's territory, it is supplied by contract, the labor of troops being employed in different degrees, according as the exigencies of military duty, in the view of Commanding Generals, will permit.

Fuel for steam vessels is procured by contract, principally at Philadelphia and Pittsburg.

The reports in the Fifth division show an aggregate of supplies of fuel, during the fiscal year, of 336,169 cords of wood, costing $1,680,840; 882,582 tons of coal, costing $324,520.

These numbers, however, are imperfect, and subject, probably, to important increase upon a complete examination and analysis of the records and reports and accounts of officers.

The reports from the depot of Washington show the issue, during the war, of 4,500 bushels corn, 29,000 bushels oats, 490,000 tons hay, 15,000 tons straw, 392,-000 tons coal, 210,000 cords wood.

Capt. E. D. CHAPMAN, forage officer at St. Louis, reports the purchase of forage at that depot during the war of 3,847 bushels corn, 17,463,778 bushels oats, 213,216 tons hay, 3,206 tons straw; but I am of opinion that there have been many purchases of which Capt. CHAPMAN cannot have knowledge, and that the quantity actually purchased at that depot is considerably greater than above stated.

Imperfect analyses of contracts and reports in this office indicate a supply of forage during the war exceeding 22,806,271 bushels of corn, costing $29,879,-314; 78,663,799 bushels of oats, costing $76,362,036; 1,518,621 tons of hay, costing $48,595,872; 21,175 tons of straw, costing $425,520. Total estimated cost of forage during the war, so far as ascertained from reports analyzed in this office, $155,262,732.

But the vast quantities of forage were purchased and issued at remote or subordinate posts, the accounts of which cannot be made up without a complete analysis of the vouchers of disbursing officers. Much was purchased or taken on the march by officers subsequently killed or disabled, or by officers not reporting to this department. For much of this memorandum receipts were given, and these are among the claims continually reaching this office under the law of July 4, 1864.

The total quantity of fuel reported as purchased is: Wood, 551,436 cords, cost $2,757,180; coal, 1,620,910 tons, cost $13,777,735.

SIXTH DIVISION—CLAIMS.

There have been presented to the Sixth Division 2,479 claims under the law of July 4, 1864. The amount claimed was $1,587,181 47. Seven hundred and fifty one of these claims, amounting to $183,452 30, have, after examination, been referred to the Third Auditor, with recommendation for settlement under the law; 1,054 have been rejected, amounting to $446,-163 32. Claims amounting to $957,565 85 shall await examination and final action in this division.

MILITARY TRAINS.

The officer in charge of the division of military trains reports, from the returns of officers of the department, so far as received, that during the fiscal year ending June 30, 1864, there were purchased 14,-549 wagons, 1,229 ambulances, 1,279 carts, 58,144 sets wheel harness, 87,480 sets lead harness, 5,255 sets irregular harness, 325 sets artillery harness, 1,702 sets cart harness, 60 traveling and 824 portable forges. There were captured from the rebels during the same fiscal year 1,541 wagons, 468 ambulances, 245 carts, 6 carriages, 6,661 sets wheel harness, 6,905 sets lead harness, 797 sets irregular harness, 3 traveling and 73 portable forges. There were expended, lost and sold during the year, 2,372 wagons, 217 ambulances, 90 carts, 5 carriages, 17,908 sets wheel harness, 16,732 sets lead harness, 3,453 sets irregular harness, 393 sets artillery harness, 132 cart harness, 3 traveling and 229 portable forges.

During the fiscal year ending June 30, 1865, there were purchased 4,762 wagons, 1,436 ambulances, 247 carts, 13,215 sets wheel harness, 18,961 sets lead harness, 2,588 sets irregular harness, 4 sets artillery harness, 328 sets cart harness, 34 traveling and 890 portable forges. There were manufactured in the repair and other shops of the department 1,443 wagons, 79 carts, 11,152 sets wheel harness, 20,767 sets lead harness, 920 sets irregular harness, 34 sets artillery harness and 173 cart harness. There were captured 1,599 wagons, 174 ambulances, 108 carts, 6,228 sets wheel harness, 7,770 sets lead harness, 867 sets irregular harness, 65 sets artillery harness and 40 portable forges. There were expended, lost and sold 2,241,679 ambulances, 27 carts, 13,325 sets wheel harness, 23,254 sets lead harness, 1,583 sets irregular harness, 12 traveling and 482 portable forges.

The trains of the army had been brought to a high state of efficiency by the 30th June, 1864, and they were probably not increased in magnitude during the year, the purchase and manufacture serving only to keep them in a complete and efficient state. Much of the harness and many of the wagons having been purchased early in the war, and in continual use, are worn and of little value.

The army of Gen. SHERMAN and the Army of the Potomac uniting at Washington, after four years of active campaign, in which the former had marched from the Mississippi to the Potomac, brought together in the District of Columbia army wagons of the regulation pattern which had been used at the first battle of Bull Run, on the 21st July, 1861, some of which had made all the campaigns of each army since.

The baggage wagons and harness, the general equipments of the trains of our armies, are probably of models which cannot be improved. They have borne the rough usage of war in the hands of men of little experience at first, and not willing to take that care of them which can be expected from and enforced upon the veteran soldier.

The experience of this war has convinced all officers of this department that for the army trains mules are much superior to horses, and of late the horses have almost entirely disappeared from the trains, being transferred to the cavalry or artillery, and replaced by mules.

A copy of Special Order No. 44, Headquarters Armies of the United States, City Point, Va., June 28, 1864, accompanies this report. It sets forth in detail and clearly the organization and size of the trains of an active army, as perfected by four years' experience in the field.

With this report are several reports from officers of this department, giving information as to the movement and management of the trains of armies in campaigns. This information is seldom available to the military student. It is of great value, and should be printed for reference and use hereafter.

SEVENTH DIVISION—CLAIMS.

During the fiscal year ending June 30, 1865, and from the termination of that year to Oct. 19, 1865, there were presented and referred to the seventh division of this office 11,494 claims, amounting to $2,-316,361 58; 4,337 were passed, amounting to $1,589,-872 23; 5,876 were rejected, amounting to $950,455 66; 1,290 remain on file for further action, amounting to $126,063 64.

The seventh and ninth divisions of this office have been in charge of Col. B. C. CARD, whose intelligent and prompt discharge of the duties assigned to him have met my entire approbation. I have named him, with others, to you for the promotion he richly merits.

TRANSPORTATION OVER THE PLAINS.

The troops operating on the great Western plains, and in the mountain regions of New-Mexico, Colorado, Utah, and Idaho, are supplied principally by the trains of the Quartermaster's Department from depots established on the great routes of overland travel, to which depots supplies are conveyed by contract. The contractors are the freighters or merchants of the overland trade. This department has not statistics to show the extent of this traffic, but it has of late years increased with the development of the mines of the central regions of the continent, until it has become a most important interest. Travelers by the stage from Denver to Fort Leavenworth, a distance of 683 miles, in the month of July, 1865, were never out of sight of wagon trains, belonging either to emigrants or to the merchants who transport supplies for the War Department, for the Indian Department, and for the mines and settlers of the central territories.

The cost of transportation of a pound of corn, hay, clothing, subsistence, lumber, or any other necessary, from Fort Leavenworth to Fort Riley is 02 46-100th; to Fort Union, the depot for New-Mexico, 14 85-100th; to Santa Fé, New-Mexico, 16 85-100th; to Fort Kearney, 06 44-100th; to Fort Laramie, 14 05-100th; to Denver City, Colorado, 15 43-100th; to Salt Lake City, Utah, 27 84-100th. The cost of a bushel of corn purchased at Fort Leavenworth, and delivered at each of these points is as follows: Fort Riley, $2 79; Fort Union, $9 44; Santa Fé, $10 84; Fort Kearney, $5 03; Fort Laramie, $9 26; Denver City, $10 05; Great Salt Lake City, $17. To this last point none is now sent.

The expenses of this department will be reduced by the advance of the Pacific Railroads, two of which are rapidly moving westward, one from Leavenworth toward Fort Riley, the other from Omaha toward Fort Kearney.

The present general mode of transport is by heavy wagons, each drawn by ten oxen. The loads of these wagons average 5,500 pounds each. Lighter freight and passengers are carried by express in lighter wagons, drawn by mules, which animals are almost exclusively used in the winter, when the grass is covered with snow.

The heavy trains, in dry weather, move readily over the prairie roads, which, outside the limits of the settlements, follow the best routes, and can make wide detours to avoid slough or wet places in the prairies.

The progress of settlement injures these roads. No laws appear to exist reserving the road-bed on these great overland routes to the public.

The lines of survey of the public lands cross the trail at all angles, and each farmer is at liberty to fence in this tract according to the unyielding lines of his rectangular boundaries.

These overland trails, now well-beaten wagon-tracks, were originally located upon the high and dry swells of the prairie, the most desirable land for agricultural purposes. They followed the best routes and sought the easiest crossings of the streams, low grounds and swamps. Near Leavenworth the progress of inclosure is driving them into the wet grounds, and greatly increases the difficulty of travel.

It is much to be desired that in all future land sales the great and long-established trails, the highways across the continent, should be reserved from sale, and be devoted forever as public highways. A certain width on each side of them should be marked out by actual survey and reserved for this purpose. Wagon roads across the continent will always be needed, even when the railroads are completed.

The following is an estimate of the cost of transportation of military stores westward, across the plains, by contract, during the fiscal year ending June 30, 1865:

I. Northern and Western route—to Utah and posts on that route, $1,524,119. II. Southwestern route: To Fort Union, New-Mexico, and posts on that route, $1,301,406; posts in the interior of New-Mexico, $138,178; total, $1,439,578. Cost of the transportation of grain on above routes, where the grain was delivered by contractors, and the transportation entered into the price paid same year: 1. Utah route, $2,526,727 68. 2. New-Mexico route, $697,101 69; total, $3,223,829 37. Cost of transportation of military stores across the Plains, same year, by government trains: 1. Utah route, $34,600; 2. New-Mexico route, $166,736; total, $201,260. Total by contract and government trains, $6,388,856 36.

This expenditure would be reduced by the opening of railroads by a sum which would aid materially in paying interest upon the cost of their construction.

The present season has been a very wet one upon the plains. In wet weather the heavy wagons are generally compelled to go into camp and wait patiently till dry weather makes the roads practicable. Any effort to move exhausts the animals and destroys the wagons, while the progress of such a train would not average in bad weather, over many portions of the roads, one mile a day. Trains from Fort Leavenworth to Denver City have this year occupied from 45 to 74 days in the march.

ACCOUNTS FOR MONEY AND PROPERTY.

The Assistant Quartermaster-General has charge of the examination of the accounts of disbursing officers and of officers responsible for public property, (other than property accounts of clothing, camp and garrison equipage.)

The chief of the ninth division reports that there were received at this office in the fiscal year ending 30th of June, 1865, 7,094 accounts, all of which have been examined and transmitted to the Treasury for settlement.

In the year ending 30th June, 1865, there were received 29,153, all of which have been examined and transmitted to the Treasury.

In the year ending 30th June, 1864, there were received 67,856 accounts; of these there have been examined and transmitted to the Treasury 14,588. There remain to be examined 53,268.

In the year ending 30th June, 1865, there were received 72,299 accounts; of these there have been examined and transmitted to the Treasury 12,454. There remain to be examined 59,875.

During the four years, July 1, 1861, to June 30, 1865, there were received in all 176,402 accounts; examined and sent to the Treasury 63,259; remaining to be examined 113,149.

These are not single vouchers, but accounts, many of which contain hundreds, and some of them thousands, of single vouchers. They represent the expenditure of over one thousand millions of dollars in money, and the use and application of the property purchased therewith. The delay in their final settlement is injurious alike to the officer and to the government, and it is of great importance that their settlement be expedited by all the means in the power of the government. It is from the final examination and discussion of these accounts that the statistical information necessary to a proper understanding of the cost of the great war now happily ended, is to be obtained. These accounts record the purchase of materials; the cost of movements by rail, river and sea; the applications of the materials purchased; the distance men and material were transported; the cost and extent of the hospitals, barracks, storehouses and camps which have covered the country with buildings and canvas.

Reports made by officers are often imperfect; their accounts for purchases must be completed, and these accounts record the actual cost and the time of purchase of every article provided by the Quartermaster's Department during the war, from the ocean steamer of 2,500 tons to the saddler's or tent-maker's needle and thread.

In the last annual report of this department, attention was called to the inadequate force provided by law for the prompt examination of officers' accounts, and a recommendation was made for the increase of that force by the addition of 170 clerks, classified as follows: 70 of class one, 60 of class two, 30 of class three, and 10 of class four. And the year's experience makes more urgent the necessity of this increase, and I repeat the recommendation of the last annual report.

I transmit herewith reports of officers, with many tables, giving in detail information of value in relation to the operations of the Department. To these I respectfully call your attention.

All of which is respectfully submitted.

M. C. MEIGS,

Brevet Major-General U. S. A., Quartermaster-General.

The Hon. EDWIN M. STANTON, Secretary of War.

College of New-Jersey.

From the Newark Advertiser, Dec. 21.

The Board of Trustees of this college held their semi-annual meeting yesterday at Princeton. JOHN I. BLAIR, of Belvidere; Rev. MR. ROBERTS, of Elizabeth, in this State; Rev. DR. PAXTON, recently called to the First Presbyterian Church in New-York city, and Rev. DR. CROWEN, of Philadelphia, were chosen trustees, to fill vacancies which have occurred during the past year. CHARLES W. SHIELDS, D. D., of Philadelphia, was appointed Professor of the new department of Natural and Revealed Religion, established with a view to instruction on the relation of science and philosophy to religion. Prof. MCILVAINE, Professor of Rhetoric, was also made Professor of Belles Lettres and Elocution; and Prof. PEABODY, who has been for some time past employed as a private teacher of elocution, was appointed an assistant professor in that department. No appointment was made at this meeting to the important chair of the Latin language and literature, it being thought expedient to defer it to a special meeting, to be held a few weeks hence, in order to obtain more full information in regard to gentlemen whose names have been under consideration.

Measures were taken to commence as early as the weather will permit, the erection of the Astronomical Observatory, for which the funds have been so generously furnished by Gen. N. N. HALSTED, of this vicinity. It is designed to procure for the college a telescope of the largest size, and equal to any now in use in the United States, in order to furnish the best facilities for celestial observations to the distinguished Professor of Astronomy in the college, whom the late Prof. BOND, of Cambridge, justly denominated the "Keppler of America."

The recent disturbances in the college were the subject of some discussion. The course of the faculty, in promptly dismissing with disgrace the authors of the outrage, was approved, and a resolution adopted to the effect that, while the trustees and faculty will at all times exercise a paternal oversight of the students under their care, and protect them in their just rights, they cannot shield them from the legal penalties of violations of civil law; and that, for all such offences, they must leave them to be dealt with as other persons, by the authorities of the State. It is confidently believed that this action of the trustees will effectually put a stop to such scenes as have too frequently occurred at all our large colleges, and as recently took place at Princeton.

Disaster on Lake Pontchartrain.

EXPLOSION OF THE STEAMER DE SOTO.

From the New-Orleans Times, Dec. 16.

On Saturday morning last, about 7 o'clock, the steamer *De Soto* (formerly United States gunboat No. 48,) Capt. WM. DIGGS, hence for Pascagoula River, when abreast of Belle Fontaine Point, exploded her larboard boiler, killing instantly four men, and seriously scalding four others—two of whom have since died—and slightly wounding the pilot and second engineer. Another man is missing.

They were all negroes, except the pilot and second engineer.

The pilot was at the wheel at the time, and was blown in the air and thrown upon the hurricane deck. He sustained no other injury than a slight contusion upon the head and a scratch in the forehead, caused by the fragment of the pilot-house under which he was buried. The second engineer was in the wash-house. He was thrown on top of the boiler, and escaped with a slight scald in the left hand and leg. The chief engineer had just tried the gauge-cock and was going aft to the engine. He received no injury whatever. All the other officers and passengers were fortunately at breakfast, and though the cabin was completely torn away as far as the table, they were uninjured.

The starboard boiler, which did not explode, was torn from its position and thrown athwart the deck, with one end in the hold of the boat. The steam escaping from this boiler caused the scalding.

No blame is attached to the engineer. She was carrying but 90 lbs. steam with plenty of water in the boilers.

The *De Soto* was owned by HENRY MCGUINNESS & BOYKIN, of Pascagoula, and was employed in the lumber trade. The steamer *Col. Chapin*, Capt. WEAVER, went to her assistance, towed her to the mouth of Pascagoula River, and brought her wounded to town.

THE FALL CROPS.

The Report for November.

Commissioner NEWTON, in summing up the reports that he has received for November, says:

But the portion of this report that will attract most attention is the table exhibiting the general summary of the crops of 1865. In it the amounts of the leading agricultural products are given, and compared with those of 1864 and 1863. Though it was well known that the corn crop would be one of the best ever grown in the country, yet its magnitude has surpassed all anticipations. Its increase over the crop of 1864 is 173,846,450 bushels, and in quality it is universally excellent.

Doubts have been expressed by some commercial papers of high standing of the ability of this country to export wheat, on account of the deficiency of that cereal. But the great scarcity of farm stock to consume the surplus corn will leave so great a portion for bread purposes that it will be very largely used as a substitute for wheat. Corn-bread, mush, hominy, &c., will greatly lessen the consumption of wheat, and thus in effect increase the amount that may be exported. The present indications are that English prices will advance to a point that will allow exportations of breadstuffs from this country. The continued spread and ravages of the cattle disease, not only in Great Britain, but in Holland and other countries from which that nation derives large supplies of cattle and other animal food, must create so large an increase in the consumption of breadstuffs as to approximate English prices to an equality with our own. In this view the magnitude of the corn crop is the more gratifying.

Since 1862 there has been a scarcity of food for stock-raising purposes. The consequence is now seen in the high prices of meats, arising from the scarcity of cattle and hogs, preventing us from exporting meats, which the demand in Europe, owing to the cattle plague, would have made almost unlimited. But this year has produced a great abundance of all stock food, and again, as often heretofore, the farmers are urged to grow stock, as the foreign demand for meats will doubtless continue in the future. With the great surplus of corn we have an overplus of oats and hay, exceeding the amount of oats grown in 1864 by 48,563,231 bushels, and of hay 5,421,989 tons. Such an abundance should insure a rapid increase of cattle and hogs.

The entire production of cereals and potatoes is as follows: For 1865, 1,228,501,282 bushels; 1864, 1,013,429,871 bushels; 1863, 953,288,632 bushels, making an increase in 1865 over 1864 of 215,071,411 bushels, and over 1863, 275,212,650 bushels.

With joy, then, over such gratifying results, I congratulate the farmers of the country, and render thanks to those correspondents whose faithful and unwearied exertions have enabled this department to make estimates so gratifying to the whole country. This is the only nation that so early and so fully computes the amount of its agricultural productions. The importance of such estimates is now being recognized abroad. The mode of making them is commending itself to foreign nations, for with every month come new applications from Europe for the monthly reports.

Through the kind attentions of the Secretary of State several communications addressed to that department relative to the prevalence of the cattle plague, and the measures adopted by European Governments to stop its ravages, have been placed before me. Some of these measures have already been published in these reports, and I cannot but renew the statement made in the September report as regards the course that should be taken by our government. In a government of so great an extent it is no easy matter to protect the nation against the introduction of epidemics or epizootics. Still, effective quarantine regulations may be adopted in diseases like that of the rinderpest. * * * * Let us not rest in fancied security that it is too rapid a disease to be continued in a voyage across the Atlantic. We see that the disease may be, not dormant, as is the term, but undisclosed for twenty days. Suppose an animal, just infected with the disease, to be taken on ship with others; it may be near our shores, or indeed on them, before it is known to be diseased, or if the disease is developed before being landed, it would have communicated it to others, and these would be in apparent good health when arriving here. Two measures can, therefore, be adopted by the government: it can require that no animal of the cattle kind shall be shipped in vessels coming to the United States from Europe, unless they have been in quarantine there for three weeks before being put on board; that when any animal is attacked on shipboard by the pest, it and all others shall be instantly killed: and that places of quarantine shall be prepared at certain ports, into which only shall cattle be brought from Europe, and there held for one month after landing; or else positively prohibit the importation of cattle whilst the disease remains in Great Britain, or from the ports of any nation in which the disease exists. The importation of cattle from a country where this disease is, is nothing less than treason to our agriculture. All other measures guarding against the introduction of the disease through the clothing of persons who might have had contact with a diseased animal on shipboard will have to be adopted, if importation of cattle is permitted. How far it is necessary to restrict or prevent commerce in any parts of the cattle kind, as the hair, horns, skins, &c., with countries where the disease prevails, must be left to the judgment of that department that has commerce under its supervision. But it is not the duty of this government to rest, as did Mr. SIMONDS, in the fancied security "that no fear need be entertained that this destructive pest will reach our shores, by reason of its great distance from us," or that it cannot break through the cordon of the Atlantic to desolate our country.

The tabular statements for the month are unusually full. The Commissioner makes these comments:

Corn.—Our national crop; and never before so magnificent! The column of figures that records its greatness glows with a beauty that can be properly appreciated only by a farmer and a statistician. Every crib full to its utmost capacity, and every farmer seeking for stock to consume it. Ah! it would have been well if he had heeded our earnest appeals during the last two years to increase every kind of farm stock. How much does this nation now lose for want of an abundant hog crop to supply the demands for provisions that, at reasonable prices, would have come from Europe, now suffering from the cattle plague!

But look at that crop. An increase over last year's of 173,846,450 bushels—nearly 33 per cent. Indiana and Illinois, under a favorable season, have shown the character of their lands and of their industry. More than a third of this great crop has been raised by those States: Illinois makes a gain of 38,739,717 bushels, and Indiana, which has suffered so much from unfavorable seasons the past two years, now gains 41,784,953 bushels. The gain of these two States is 80,524,670 bushels—an amount equal to the entire corn production of Maine, New-Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New-York, New-Jersey and Pennsylvania. The spirit of Hiawatha must surely have its home in those two States.

Tobacco.—Many circumstances referred to heretofore, but more particularly the apprehension of an internal revenue tax on the leaf, have occasioned a decrease in the planting of this crop. The first part of the growing season was most unfavorable; but the late rains were so beneficial that the product is much beyond what it was supposed could be possible. The decrease of the present crop, compared with last year, is 12,151,976 pounds, and compared with the crop of 1863 it is 81,950,967 pounds. Missouri is the only State that has made a gain.

Buckwheat.—The amount sown of this crop was slightly in advance of last year. In New-York it was 10½ tenths; Pennsylvania, 10 1-9; Ohio, 9 3-5; Michigan, 11 8-11, and Indiana, 10½. In the Western States the crop has increased, but is reduced in the Eastern, and principally in New-York and Pennsylvania. The whole crop of 1865 is 869,521 bushels below that of last year.

Potatoes.—The planting this year was greater in nearly every State, but not much so; and there is a gain in many States, particularly in the Western. But the drouth was unfavorable to it in the Eastern States; and hence the entire gain is not so great as it otherwise would have been. But it is greater than expected; for the warm, moist weather caused rot in many places. The increase this year is 4,775,207 bushels over the crop of 1864, but is 12,202,549 bushels less than the crop of 1862. The increase in Michigan is very large.

The above crops are those for which we have a basis upon which to estimate their amount in bushels or pounds; but the following are not thus estimated, and their amount is shown only in tenths. The figures 10 represent the crops of 1864, and 11 or 13½ mean one-tenth or three and a half tenths greater than the crop of last year. So 9 means one-tenth less than the same crop.

Sorghum.—The increase of this crop is most gratifying. Minnesota is the only State that shows a slight decrease—a half of one-tenth. Some of its counties have made a large increase, but others have fallen considerably below last year's product; but in nearly all the States there has been a large increase, ranging from a third of a tenth to five-tenths. In another place we have noticed the quality of the molasses, the increase in the sale of mills, and the progressing hope that sugar will ultimately be made from sorghum.

Cotton.—The season has been favorable, but it is not grown to any extent in the Northern or Western States. The long season has aided much the opening of the pods; but with the exception of Kentucky and southern Illinois and Missouri, this crop cannot be of profitable cultivation.

Peas and Beans.—These crops are favorable, but do not show any material increase.

Flaxseed and Lint.—In many localities the season was unfavorable; but while both are nearly equal to the product of last year, it is obvious that the growth of flax has not taken hold as was at one time expected it would. The fact that flax-cotton has not as yet been a practical success leads farmers to give their chief attention to wool production as a means of supplying the want of cotton. With the return of cotton production in the Southern States there is more fear that this crop will be decreasing than hope of its increase.

Weather.—The month of October was highly favorable for the gathering of crops, saving of corn fodder, &c. The weeks of "favorable" weather have been almost equal to all others, and the "wet," "dry," and "frost" have alternated with the "favorable" very advantageously.

A General Summary.—In closing our "account current" with the crops of 1865 it is proper that we present them altogether, especially in view of the approaching thanksgiving. And truly may we rejoice and offer up thanks; for never before has the farmer's labor been so abundantly rewarded. Peace and plenty have crowned the year 1865. May the pestilences that so fearfully destroy elsewhere be kept from this country. Henceforth the industrial masses will see that they are never again arrayed against each other in fraternal strife by those who would lead them. Their labor shall save the country from famine; their political action will guard it from future civil strife; let those upon whom devolves the duty of shielding it from pestilence be equally faithful to the trusts committed to their charge.

General Summary of the Crops of 1865 for the Northern and Western States, and not embracing the Southern.

Products.	1865.	1864.	1863.
Wheat, bushels	148,522,829	160,695,823	179,404,036
Rye, bushels	[illegible]	19,872,975	[illegible]
Barley, bushels	[illegible]	10,632,178	[illegible]
Oats, bushels	225,252,295	176,690,064	[illegible]
Corn, bushels	704,427,853	530,581,403	451,967,959
Buckwheat, bushels	[illegible]	18,700,540	15,806,455
Potatoes, bushels	101,032,095	96,256,888	100,152,670
Total bushels	1,228,501,282	1,013,429,871	953,288,632
Hay, tons	23,538,740	18,116,751	19,736,847
Tobacco, pounds	185,316,953	197,468,229	267,267,920

Quality of the Crops of 1865.—In the August report the deficiency in the *wheat* crop was estimated at 26,241,698 bushels. This estimate embraces both the *quantity* and *quality*, for its object was to show the *difference* between the crops of 1864 and 1865. The *quantity* alone makes a deficit of 12,172,994 bushels, and it is a low estimate to place the deficiency in *quality* between fourteen and fifteen millions of bushels; for, in the heaviest producing States, the crop of this year is very inferior as to quality. Several commercial papers have made items of these two accounts, and, overlooking the differences in the estimates, have represented them as contradictory. As the crop of 1865, in bushels, will become a basis of next year's estimates, it was necessary to separate, in the final returns, the quantity from the quality.

The quality of the corn is as superior as is the amount over last year's product. It is certainly a fact that the average quality of the cereal crops of this year is much in advance of the quality of the crops of 1864. What more could be desired? In amount, the cereal and potato crops of 1865 exceed those of 1864 by 215,071,411 bushels.

NOTES FROM THE PEOPLE.

The Relations of the States to the General Government.

To the Editor of the New-York Times:

It is often said that the States owe allegiance to the nation or to the Government of the United States. Still oftener it is said that the States are bound by indissoluble compact to the Union, or to the National Government, or to one another. In justification of some measures taken during the rebellion and in advocating others proposed under the name of reconstruction, it has been common to say that the States compromised by the rebellion have been unfaithful to their allegiance to the Union, or it is said that they have broken their compact. These propositions are stated as foundations for proposals that the National Government should do certain things in reference to these States which it is admitted it could not do, or, at least, not pretended that it could do if these States had not been thus compromised. They are employed in a process of reasoning supplementary to the *necessity* theory, or the assertion of a necessity, by which, in order that there may be "indemnity for the past and security for the future," the National Government may exercise powers of which nothing is said in the constitution. But these powers are supposed to grow out of a relation between the States and the National Government which has always existed from the adoption of the constitution. Such a theory appears to be equally included in the creed of President JOHNSON and in that of Senator SUMNER, in that of either wing—the radical and the conservative—of the party which reelected Mr. LINCOLN. My own view of the public law of the United States has led me to reject these propositions as the foundation of a solution of our difficulties. I will not here attempt to show, negatively, how there cannot be either breach of allegiance or breach of contract on the part of the States. At present I propose to state what I suppose to be the logical view of the position of the States compromised by the rebellion.

There is a certain act which we know as *secession* of a State, or the attempt of a State to secede. It may be generally described as an attempt of the people of the State to take to themselves, in and for the State, the powers delegated to the Government of the United States under the constitution. If, then, this is not treason on the part of the State, nor a breach of contract on the part of the State, what is it? We are not now to inquire into the nature of the action of those individual men who may have been engaged in this secession, or attempted secession, or of its legal consequences as to them personally. The question is, what is the nature of the act as that of the political body known in our public law as one of the States, and what are its consequences as to such body?

The powers held by the Government of the United States have been, and now are, continuously delegated to this government by those from whom the constitution derives its authority, and who have held, and continuously hold, these powers independently of the constitution. To know who these persons are, we must ascertain from history where these powers were vested in the past, before the existence of the constitution.

As I read history, it tells us that, July 4, 1776, the powers of an independent nation were assumed, in and for the territory occupied by the revolted British colonies, by a *political people;* that is, by a portion of the inhabitants, discriminated and organized for political action under existing colonial laws. The colonial governments had before exercised some of the powers of an independent political body. But it was always more or less matter of dispute between them and the Crown and Parliament, whether they had any independent powers. Be this as it may, there were some of the powers belonging to each independent State or nation which the colonial governments did not claim and which were always exercised, in and for the territory occupied by the revolted colonies, by the Crown and Parliament of Great Britain. By revolutionary force, at a point of time which, in view of the law, is fixed at the date of the Declaration of Independence, these powers, which, as a class of powers, corresponded more or less nearly with those afterward delegated to the Government of the United States under the constitution, were acquired by the associated political people of the colonies, who, since that time, successively delegated them to three different instruments of government, viz.: 1, the Continental Congress; 2, the congress convened under the articles of confederation; 3, the government created by the constitution.

When these powers were thus assumed by the associated political people of the States, the other powers of each independent nation or State were assumed by the several political peoples of these States in and for the limits of the respective States.

But, in territory which was not occupied by the political people of a several State the associated political people of the States held, or were capable of holding, these other powers, as well as those held by this associated people in and for each State.

These two classes of powers—those held by the associated political people in and for every State, and those held by the several political people of a State, in and for the State—are complimentary to each other, or, taken together, constitute the sum of the powers of an independent body politic or State, when they are held by the same person or persons. But those who, associated, hold the one class of powers do also, severally, hold the other class. The powers included in either class are distributed among the same political persons, and are therefore supreme or sovereign powers in their nature. In this view the powers held by the States, severally, are sovereign powers.

The distribution of sovereign powers between the associated people and the several people of the States has varied since the first assumption of those powers. More correctly speaking, it has appeared to vary, because the exponent or evidence of the distribution has varied. During the revolutionary period, or under the Continental Congress, its existence was only vaguely apprehended and indistinctly expressed. It became more clear in some respects under the articles of confederation. But these articles were abrogated, because they did not really correspond to the actual distribution of powers, and the constitution was adopted as a truer exponent of the distribution. Though it should be remembered that in the nature of the case a written instrument could never be anything but an approximate exposition of such a distribution.

When I speak of a State of the Union as a political person, I mean the political body consisting of those inhabitants of a certain portion of territory who exercise political franchises under the law of the corporate body. A State of the Union and the political people of the State are, legally speaking, the same. The political people of the United States are those who possess the sum of the powers of each independent body politic or State; holding one class as the associated people of the United States and the other class as the peoples of the several States.

This is my definition of a State of the Union.

The political people of the United States and the political people of the several States being identical, there is no allegiance due from the possessor of the one class of powers to the possessor of the other class of powers. Nor does the possession of either class of powers rest upon any compact or contract, so that rights or obligations arising from contract are not predicable of either of these possessors of power. The two classes of powers are coördinate.

But the definition of a State of the Union, above given, expresses the condition of its political existence. The people of such a State has never *severally* held the sum of the powers of an independent body politic or State. But it has never held either of the two classes of powers above described without, at the same time, holding the other.

Let us call one of these classes the local sovereignty and the other the national sovereignty. The political people of a State has never held national sovereignty, in association, without holding local sovereignty in severalty. It has never held local sovereignty, in severalty, without holding national sovereignty, in association; and, because it never *has* existed otherwise, it *cannot*. That is, until some revolutionary change takes place, it cannot exist or be a political body otherwise.

But, by the very nature of the matter, the powers characteristic of independent political bodies must be held by such persons as will or choose to hold them. They cannot be held involuntarily or unwillingly. Powers held unwillingly must be held under law, and therefore cannot be sovereign powers. It must, by the very nature of the matter, be always possible for those who possess either the sum of the powers of an independent political body, or any portion of them, to renounce, abdicate or abjure them.

Now, by the declaration of secession, or by the acts which we call secession, the organic political people of certain States abjured, renounced or abdicated their associated possession of the class of powers held by the political people of the United States—that is, their associated possession of national sovereignty. At the same time, by the acts which we call rebellion, the aggregate or overwhelming majority of the individual inhabitants of these States, as distinguished from the organic political people, attempted to vest in such political people of the State severally this class of powers, to be exercised in and for their respective States. Had they succeeded in this, there would have been a revolutionary change. The old historical basis for ascertaining the location of sovereign powers, in and for the territory occupied by these States, would have passed away.

Yet, though this attempt was not successful, the fact remains that the political people of these States did renounce their associated possession, as part of the people of the United States, of the national sovereignty. But a State of the United States must, by the definition, hold at the same time both the national and the local sovereignty; otherwise it can hold neither—that is, otherwise it is no longer such a State.

By the declaration of secession, therefore, or by attempting secession, if we prefer to say so, the political people of certain States lost the possession of all powers belonging to independent political bodies. But the people of the United States, composed of the associated people of the States which had not attempted secession, still existed, holding national sovereignty in the territory of those States which had attempted secession. The local sovereignty, therefore, which these latter lost by the attempt at secession, passed into the possession of this people of the United States, and the territory of those States became territory of the United States.

It was the organic political people of the State which held, and which was capable of holding and of renouncing, the powers of independent political bodies. No such powers were or could be held by the inhabitants individually. The act of the organic body, in secession, therefore bound every individual member of the political people of the State, irrespective of his individual assent or dissent.

The doctrine here maintained depends entirely on the correctness of the historical statement of the investiture or distribution, at the revolution, of the sum of the powers of an independent political body or State. Though I have myself for several years accepted this statement, I am fully aware that it is opposed to the account generally, and even almost universally, received, and until very recently I should have had difficulty in citing any corroborative opinion in support of it. But a very similar, if not identical, statement of the historical point has recently been given by Hon. GEORGE P. MARSH in his letters to *The Nation.* Perhaps Mr. MARSH does not so clearly recognize the coördinate investiture of the local and national powers in the States severally, and in the States united. But the whole of the above argument and conclusion, as following from the same historical basis, has been set forth, in clear relation to fundamental principles of political philosophy, by Dr. BROWNSON in his new work, "The American Republic." Indeed, it has been by his reasoning, in the latter numbers of his *Review,* of last year, that I have been led to see the bearing of the historical position upon the question of State suicide.

J. C. H.

Ocean Feats.

To the Editor of the New-York Times:

In your column of Foreign Items, (Dec. 17,) I notice an exploit mentioned of a twenty-five-ton yacht successfully making a voyage in 130 days to Sydney, in Australia, from Liverpool. The Dublin *Express* refers to it with a belief that it was "unexampled," but the writer is in error, as the following will show you:

In 1854, a few Cornish fisherman conceived a wish to visit Australia, and accordingly fitted out their little craft of *sixteen* tons for the voyage. This diminutive vessel was called the *Mystery,* and was of the following dimensions: Length of keel, 34 feet; extreme length on deck, 38 feet; and extreme breadth, 12 feet 3 inches. She was built at Newlyn, in Cornwall, and with a crew of six men sailed on the 18th of November, 1854. On the 27th of November, she was off Madeira; on the 3d of December, passed San Antonia; met some heavy weather and split the jib near the equator, which was crossed Dec. 15, in long. 28 deg. 26 min. W. On Dec. 23, sighted Trinidad Island, and the Martin Vaso Rocks; three days afterward spoke an homeward-bound ship, and sent back report of progress. Then encountered some very heavy weather, and on the 18th of January anchored in Simon's Bay, Cape of Good Hope. Stopped there five days; received a mail on board, and after being visited by numbers of the inhabitants, departed on the 23d of January. Then came the heavy gales and high seas of the Southern Ocean. On the 23d of February there was a "terrific storm," as it is described, and the usual device of obtaining a lee under a raft was adopted for safety. This succeeded, and proceeding on the 3d of March, a snow-storm was encountered in lat. 40 deg. S., long. 122 deg. 9 min. E. On the 9th the Australian land was discovered near Cape Northumberland, and on the 14th the little vessel, with her gallant crew, safely anchored in Hobson's Bay, Melbourne, only 115 days from England.

If I remember rightly, she returned in 1858, but the above particulars are from published memoranda by me.

Another instance of small vessels let me give. The Melbourne papers, in 1853, had the following:

"May 23, cleared out the *Thomas,* cutter, 16 tons W. P. SNOW, for Behring's Straits, via Sydney, in ballast." Sailed on the 26th, and was announced in Sydney thus: "June 1, arrived, *Thomas,* cutter, 16 tons, Capt. SNOW, from Melbourne the 26th ult., in ballast. Passenger—Mrs. SNOW." * * "The *Thomas* has put into this port for the purpose of being strengthened previous to her voyage to Behring's Straits. She is ballasted with goods for trading at the various islands for provisions, as Capt. SNOW does not intend breaking upon his stores till obliged."

Afterward, at the end of June, the press announced the *Thomas'* departure and said: "With the wind thus off the land, Capt. SNOW will have had a good offing before dark." But, for three weeks afterward, continued heavy Winter gales existed. Several large vessels were wrecked, and my little cutter got so thoroughly disabled, that finally I had to run into the nearest shelter on the coast for repairs. My crew having become alarmed here left me, except the mate and steward-boy, and, consequently, with only that assistance, aided by my wife, who occasionally steered, I had to give up the voyage, and navigate the little vessel back to Sydney, where we arrived in eight days.

Again, in 1861, I find the papers here speaking thus: "Capt. PARKER SNOW has given a farewell luncheon on board his yacht the *Endeavor,* previously to starting on his renewed Arctic Search." That yacht, Sir, was a topsail schooner, 45 tons register, and in my opinion the very best size for exploring. I had on board a surgeon, mate, steward, boy and four able seamen, with six months' stores, and could have held eighteen months. But as all I had, and the men's wages, were paid *for,* and my resources failed, the public voice was against my proceeding, though some heavy weather on the coast proved the good sea-going qualities of my bonnie little yacht.

Small vessels are decidedly *the best* for explorations. In Queen ELIZABETH'S time, June, 1576, MARTIN FROBISHER sailed on an Arctic expedition from the Thames, in the *Michael,* of 30 tons!

In June, 1583, Sir HUMPHREY GILBERT sailed with five ships, one being only 10 tons!

In June, 1585, DAVIS sailed with the *Sunshine,* of 50 tons, and the *Moonshine,* of 35 tons.

In 1850, the *Prince Albert,* to which I was attached as second in command in the Arctic Seas, was 89 tons; and the vessel I commanded while two years exploring about Cape Horn and in the Southern Ocean, was only 88 tons.

To the above illustrations of what small vessels can do, I might add many more, but your space probably forbids. These, however, may interest some of your readers, especially lovers of the sea; and, if I succeed in accomplishing my wishes, next Spring I shall be happy to give the press a trial cruise in an equally small craft as some of those named.

I am, Sir, respectfully, W. PARKER SNOW.

NYACK, Monday, Dec. 18, 1865.

"Honor to Whom Honor is Due."

To the Editor of the New-York Times:

Under this caption you give in your issue of today (Friday) merited praise to Provisional Govs. SHARKEY, PARSONS, JOHNSON, PERRY and HOLDEN for their manful efforts to bring their several States into due relation with the other States of the Union. You omitted the Provisional Governor of Florida from the enumeration and, by strict construction, one might be led to the inference that in his case *no* honor was due, and yet I cannot think that you intended this, for certainly Gov. MARVIN was exceeded by no other in the skill, discretion, energy and sound judgment that he displayed in safely piloting his boisterous and turbulent State into "Constitution Harbor," and in the day when the roll of patriots is written out his name will, I am certain, stand not far down on the list. Florida is tucked away so far in the corner of this Commonwealth that we at the North know but little of what went on there at the outbreak of the war, and I do not know that public mention has ever been made of the part that Gov. MARVIN there took in public affairs though it was full of interest. At that time he was the Judge of the United States District Court for the Southern District of Florida, and had peacefully held the office for twenty years. The Sumter gun gave the signal and North and South sprang to arms. It was easy enough for us to be loyal here under the tremendous magnetism of the popular feeling and the sustaining power of the press, but it was not so easy eleven hundred miles away from this centre of emotion, down at the little city of Key West, at the jumping-off place of the Florida peninsular, where Judge MARVIN sat holding his court, and where the current of popular feeling ran strongly, to be sure, but in just the opposite direction from that in which it ran with us. It is easy enough to swim with such tides as these; but to swim against them *hoc opus est.* Judge MARVIN found himself beset with a community fired with enthusiasm for their El Dorado—a Southern Republic—and impassioned with the hope of its speedy and certain accomplishment. He was bound to this community by ties of kin, friendship and sympathy, that had strengthened, broadened and interlaced with the growth of twenty-five years. At these ties a hundred hands pulled to draw him from his allegiance and to win to the new movement the strength and sanction of his venerated name. The whole people had gone to the side of the South; Confederate flags flew from every house-top; secession companies paraded the streets; friends implored him to "go with his people," and enemies threatened in case he did not. He stood almost alone among the enemies of the Government, sustained only by a faithful few—the Rector of the Episcopal Church and a few others, perhaps five or six in all. Deserted by all his officials, he sat alone upholding the loyalty of his court. The United States Clerk was a traitor; the District Attorney a secession leader; the Marshal disloyal; but the Judge stood firm. I think he had gathered force for this resistance to the tremendous pressure of a tyrannous majority by his peculiar career. The Key West community were for the most part wreckers, men of wealth and influence, and the judge of the Admiralty Court was constantly called upon to adjudge cases in which his near neighbors, men whom he met socially every day and almost every hour, whose hospitality he received and to whom he extended hospitalities in return, were concerned on the one side, and the owners of wrecked cargoes or the insurers, living in distant cities and unknown to him, on the other. His duties called upon him constantly to interpose his protecting arm between these neighbors and the distant litigants, to cut down the exorbitant salvage charges of the former and to see justice done to the latter, and this duty he unflinchingly performed in the face of much hard feeling and bitterness for twenty years, and no man could point to an unjust act during all that time, for he won the implicit respect of the very people to whose rapacity he was the constant bar.

Such was the man who was so aptly chosen to bring Florida from out of the house of bondage, and who has so well justified the wisdom of the President's choice. I respectfully submit that a Provisional Governor with such a record as this deserves honorable mention at your hands in the roll of those to whom "Honor is due."

F. C. B.

Women as Telegraphers.

To the Editor of the New-York Times:

I am persuaded that what I have to say in rejoinder to Mr. STOVER's letter in the TIMES of Sunday the 10th inst., is significant enough to justify you in printing it. With that hope I go on to answer briefly. Mr. STOVER's arguments are in short as follows:

First—Women do not understand business.

Second—They *cannot* understand it, *because* they are women.

Third—They do very well in small telegraph stations, but not in large ones.

Fourth—No telegraph superintendents or managers consider women equal, on an average, to men as operators.

Fifth—Messages sent over the wires are of such a nature that womanly women ought not to be cognizant of them.

This series of arguments from so able a thinker as Mr. STOVER, I shall grant exhausts his side of the question; and I wish to answer him as well as my inferior business understanding will permit. For I cannot imagine that he reckons me among the unwomanly women he alludes to. He is a gentleman. But to his arguments in their order I reply—

First—It is men's fault if women do not understand business. If men did right, all women would be taught business enough while at school or afterwards to fit them for managing their own affairs, if necessary, instead of the usual fate of being cheated or neglected by unfaithful trustees or dishonest lawyers and fellow heirs and owners.

Second—The assertion that womanly women cannot understand business is thoroughly disproved by the fact that many of them do. Indeed, the most delicate, refined, most exquisitely feminine woman of our age—most lovely and most loved—FLORENCE NIGHTINGALE—possesses, and has exerted prime business qualities as organizer and administrator, and that to a degree that A. T. STEWART might envy. But further, this assertion is disproved by the well-known and universal business activity of women in France. I do not mean in the field, but as sellers, managing clerks and book-keepers; in employments requiring exactly the qualities of a good telegraph operator.

Third—Mr. STOVER admits that women may do very well in small stations. Now, a very large proportion of telegraph stations are small ones; and thus Mr. STOVER, on his own showing, must concede that a very large proportion of operators might properly be women.

Fourth—This point is only to be decided by experience. And, as a matter of fact, the superintendents of my acquaintance are directly opposed to such ideas as Mr. STOVER advances, for they find lady operators at least as competent, faithful and trustworthy as gentlemen.

Fifth—If the business messages that pass over the wires are of a nature unfit to be known by women, this must be the fault of the operators; for no honest business is improper; but I am not sure that I know exactly what Mr. STOVER means in this place.

Sixth—It is unsafe to argue that business is so dirty that women must not touch it. It is like arguing that politics are so dirty that clergymen must have none. It is a mistake to drive cleanly people away from either. It would be better to help the cleanly people expel the dirt. Business settles itself. If lady telegraphers are incompetent and costly, the shrewd men who own the lines, and their executive forces, will soon find it out and dismiss them. But if they are faithful, safe and cheap, they will employ them. In fact, the latter is the case, and the number of lady operators is really increasing.

Seventh—There is another consideration, which of itself altogether destroys Mr. STOVER's argument, such as it is. Woman's sphere, according to him, is keeping house. Now, exactly the qualities for a good housekeeper are those for a good telegrapher—patience, faithfulness, careful attention to numerous and tiresome little details. If women are not on an average altogether superior to men in those qualities, I am in error.

It is an odd circumstance that all this hurry to close the doors of the National Telegraphic Union was totally gratuitous. Not a lady had asked admission, when so much haste was made to keep them out. It would be no more than fair to argue that these exclusive gentlemen were satisfied that they could not compete with ladies, and therefore wanted to deprive them of the opportunity to excel them.

If ladies desired to become members of the Union, however, I have very high authority for asserting that they would be allowed a fair chance to do so on their merits, which is all they want; and there is, in fact, a just and kindly feeling toward them in influential quarters on precisely this point.

I cannot help thinking that Mr. STOVER's "conclusion" does really contain the substance of his whole argument. That "conclusion" amounts to this and nothing more, "I don't want any lady operators, *because I don't.*" This is what is usually called a woman's reason.

M. E. LEWIS.

The Money-Order System.

ITHACA, N. Y., Thursday, Dec. 14, 1865.

To the Editor of the New-York Times:

Yesterday's TIMES contains a letter from C. F. MACDONALD, "Superintendent Money-order Office," commending the system as a great public benefit, and I have noticed on several occasions that the TIMES has taken special pains to praise the system and flatter its originator and managers, for the great benefits it was to confer upon the people. Indeed, if I am not mistaken, I think I have seen it enumerated by you as one of the great advances in civilization, for which the people were indebted to the administration of the immortal LINCOLN.

I am proud to have been an ardent, if not very efficient supporter of the Republican administration from the beginning, but I do not like to see this money-order system quoted as a specimen of its acts. The truth is, the "money-order system" simply is a humbug. It only provides for doing, at a greater expense to the people, and in a much less convenient manner, and with absolutely less responsibility, what was already done by the banks of the country, always has been, and always will be. It is not, as a banker, that I am opposed to the system, (because the issuing of small checks is precisely what the banks would be glad to get rid of,) but as a citizen, for the reason that the government has no business to set in motion a complicated and intricate machine of great proportions, which is neither going to confer a benefit upon the people, or produce a revenue to the government.

A bank draft on New-York is available in any place in the Union. It is perfectly safe, and may pass through the hands of a dozen or a score of persons. A post-office money-order is no safer, and can be used *only by the first or second holder.* It must be presented for payment by the person to whom it is payable, or by the person to whom he indorses it. For convenience the bank draft has *every advantage,* is just as safe, and can be obtained at a less expense.

If a "money-order" is lost, or the person to whom it is payable dies, or any one of a dozen such contingencies arise, it is simply an "elephant." Very ornamental, but almost entirely useless. The parties must procure their relief from Washington. The office drawing the order, nor the office upon which it is drawn, having any discretion whatever, a bank draft under such circumstances being easily duplicated.

As I said before, the system is *simply a humbug,* and only serves to make a place for a corps of employes, at the expense of the people, without conferring any benefit whatever.

A. B. CORNELL.

FINANCIAL.

Instructions to National Banks.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, Friday, Dec. 15, 1865.

The following instructions are issued for the guidance of National Banks in making their reports to this office. The books of this Bureau are so arranged that the several items and accounts correspond with the "forms" prepared, and all variations from the prescribed forms in making such reports will increase the labor and multiply the liability to error.

In the preparation of these "forms," it is the intention to secure strict conformity with the law.

REPORTS GENERALLY.

Banks will furnish their reports upon the latest "forms" supplied from this office, and be prompt in forwarding the same. Reports will be expected from Associations fully organized, whether they have commenced business or not.

The penalty prescribed in section thirty-four of the National Currency Act will be duly enforced in all cases of failure to comply with its provisions.

The receipt of reports will not be acknowledged, but in cases of non-receipt due notice will be given.

The proper revenue stamp must be affixed to all reports and statements, or they will be returned.

Affidavits to reports and statements must be made before a Notary Public, Justice of the Peace, or other officer duly empowered to take acknowledgments of deeds.

QUARTERLY REPORTS.

I. *Notes and Bills Discounted.*—This item should include only discounted business paper. Money deposited with the Treasurer or any Assistant Treasurer of the United States, not subject to sight draft, should be included among "Other U. S. Securities."

II. *Suspended Debt.*—All paper past due, upon which interest has not been paid for a period of six months, as defined in section 24.

III. *Indebtedness of Directors.*—Loans made for the use or benefit of directors, and for the payment of which they are primarily responsible.

IV. *Overdrafts.*—The amount of "overdrafts" must be stated as such, and not deducted from the deposits.

V. *Premiums.*—Premium or interest paid on United States bonds and securities should appear under their appropriate heads, and not be included in the face value of the same.

VI. *Balances due to and from Banks.*—When unable, for lack of space, to insert the names of banks and bankers, and the amounts due to or from them, exhibit the same on "schedules" marked A, B, C, and D, and report the aggregate of each schedule in its place, referring to each by its designation.

VII. *Bonds and Securities.*—All bonds and securities, whether State or National, should be entered at their par value, without regard to premium or interest. (See Premiums.) No bonds should be reported as "Deposited with the United States Treasurer to secure circulating notes," or for other purposes, until the Treasurer's receipt for the same has been received by the bank.

Bonds in the hands of government, to be deposited on bonds paid for and not received, may be reported with "other United States Securities."

VIII. *Specie.*—Specie should be reported at its precise amount, without any regard to the premium it may command.

IX. *Capital Stock.*—When the payments on original capital stock have not been fully made and certified to as prescribed in section 14 of the act, or when a bank is preparing to increase its capital stock, but has not yet obtained from this office the certificate of the Comptroller specifying the amount of such increase, and his approval thereof as prescribed in section 13 of the act, such payments should not be reported as capital stock paid in, but should be so entered on the report as to show how much of the capital stock has been officially acknowledged, and how much has been paid for after receiving this acknowledgment.

X. *Surplus Fund.*—The provisions of section 33 must be complied with, and the requisite amount carried to "Surplus Fund."

XI. *Circulating Notes.*—The total amount of notes received from this office must be stated, and all *on hand,* whether signed or not, so entered.

XII. *State Circulation Outstanding.*—This item is intended only for banks converted from a State to the National system, and having circulating notes of the old State Bank still unredeemed.

XIII. *Lawful Money Reserve.*—In this connection the Comptroller desires to remind the banks that the provisions of the act, in respect to the maintenance of a reserve, are *explicit* and *absolute;* that they cannot be disregarded without an open violation of law; and that it is his duty to see that the reserve be properly maintained.

ITEMS TO BE PROTECTED BY "LAWFUL MONEY RESERVE."

1. National Bank notes in circulation.
2. State Bank notes in circulation
3. Individual and United States deposits.

THE LAWFUL MONEY RESERVE SHOULD BE:

1. Specie.
2. All United States legal-tender issues, including the interest bearing legal-tender notes.
3. Balances in approved associations, in cities named in section 31, due to banks not located in said cities, to the extent of three-fifths of the required reserve of fifteen per cent.
4. Balances in approved associations in New-York, due to associations in any of the cities named in section 31, to the extent of fifty per cent. of the required reserve of twenty-five per cent.
5. Clearing-house certificates, under section 31 of the act.
6. Balances due from the Treasurer or any Assistant Treasurer of the United States, payable on demand.

It is necessary that the reserve, authorized to be kept in National Banks, should be in banks selected and approved as redeeming agents.

PUBLICATION OF REPORTS.

Each bank must publish its quarterly reports, (see section 34,) and transmit to this office proof thereof, either by forwarding a copy of the paper containing the same, or by a sworn statement of the publishers or their agents. In such publication, the aggregate only of the several items due to and from National Banks and other banks and bankers need be set forth.

MONTHLY STATEMENTS.

Monthly statements should exhibit the average of "loans and discounts," of "specie," of "other lawful money," of "deposits," and of "circulation," (national,) since the last monthly return; the amount of "State circulation outstanding," (of converted banks,) and when made by banks not located in cities named in section 31, should further state the precise amount of balances due them by their "approved redeeming agent."

To ascertain the average of any particular item for the month, it will be sufficient if the weekly footings of the items are added together, and the sum is divided by the number of weeks, instead of adding the daily footings and dividing by the number of days.

XIV. *Average of Loans and Discounts.*—(See article 1.)

XV. *Average Amount of Lawful Money.*—In computing this average, all such United States money as has been prescribed to be a legal tender should be included at its face value.

XVI. *Average Amount of Deposits.*—Government, as well as individual deposits, should be included in this average.

XVII. *Average Amount of Circulation.*—This refers only to National Bank notes outstanding.

XVIII. *Amount due and available for the redemption of Circulating Notes.*—This item is not an average, but the actual amount due, at the time of making the report, and should include only such balances as are due a bank from its "approved redeeming agent," together with any balances due from the Treasurer or any Assistant Treasurer of the United States, payable on demand.

XIX. *Outstanding State Circulation at date.*—(See article XII.) This should be the actual amount outstanding at date of statement, and not an average.

F. CLARKE, Comptroller of the Currency.

NOTE.—These instructions are intended to supersede all others heretofore issued bearing upon the points here presented.

BANKING AND FINANCIAL.

MORAN, CRANE & CO.
WILL RECEIVE PROPOSALS AT THEIR OFFICE, NO. 50 WILLIAM-ST., NEW-YORK, FOR
$330,000 7 PER CENT. COUPON BONDS OF UNION COUNTY, N. J.,
redeemable as follows:

Jan. 1, 1868	$30,000	Jan. 1, 1875	$30,000
Jan. 1, 1869	30,000	Jan. 1, 1876	30,000
Jan. 1, 1870	30,000	Jan. 1, 1877	30,000
Jan. 1, 1871	30,000	Jan. 1, 1878	30,000
Jan. 1, 1873	30,000	Jan. 1, 1879	30,000
Jan. 1, 1874	30,000		

Interest payable at the State Bank of Elizabeth, N. J. July and January.

These bonds are issued to fund the debt created for bounties, are duly authorized by Act of the Legislature of the State of New-Jersey, and by resolution of the Board of Freeholders of the County, who are authorized to levy a tax to provide for payment of principal and interest at maturity. The County of Union embraces nine townships, including the cities of Elizabeth, Rahway, Plainfield, &c., and its taxables, amounting to about $15,000,000, make these bonds an undoubted security.

Bids for the whole or any part will be received up to TUESDAY, Dec. 26, at 12 M. The Board of Freeholders reserve the right of rejecting all bids not considered for the interest of the county. For further particulars, apply at No. 50 William-st., New-York.

N. Y. STATE 7 PER CENT STOCK. 7-30 NOTES AND COMPOUND NOTES BOUGHT AND SOLD BY THE NATIONAL CURRENCY BANK, No. 2 Wall-st., corner of Broadway.

NATIONAL EXPRESS AND TRANSPORTATION COMPANY, OF RICHMOND, VA. 1,000 shares for sale by GALWEY, KIRKLAND & CO., No. 49 Exchange-place.

MISCELLANEOUS.

REYNOLDS' TURBINE
WATER WHEELS

These celebrated water-saving and powerful wheels, of every capacity, promptly furnished for milling, manufacturing, mining, boring, pumping, &c., &c. A large assortment in stock. Gearing, shafting, and machinery constructed for mule carriage into the mountains. Pamphlets, gauges and plans made. TALLCOT & UNDERHILL, Hydraulic Engineers, No. 170 Broadway, New-York.

BURGLAR-PROOF VAULTS AND SAFES,
PATENTED DEC. 15, 1863,
adopted by the United States Treasury Department, and now in use at the Treasury at Washington, New-York, Philadelphia, Cincinnati, Chicago and numerous other places. The cheapest articles in use, giving the greatest amount of security. Manufactured by
GEO. H. JACKSON, BURNET & CO.,
Excelsior Iron Works,
No. 201 Centre-st., New-York.
N. B.—Patent Rights for sale.

NOTICE.
NEW-YORK NATIONAL FREEDMAN'S RELIEF ASSOCIATION,
NO. 76 JOHN-ST., NEW-YORK, Dec. 19, 1865.
Notice is hereby given that no person professing to be an agent of this association is entitled to credence, unless furnished with a commission dated since March, 1865.
FRAN. GEO. SHAW, President.
JOS. B. COLLINS, Treasurer.
GEORGE CABOT WARD, Rec. Sec'y.

NOTICE TO MARINERS.
LIGHTHOUSE OFFICE, No. 7 BOWLING-GREEN, NEW-YORK, Dec. 23, 1865.
Information has been received that the Stratford Shoal Light Vessel has dragged from her station several miles to the eastward. She will be replaced without delay, of which notice will be given.
L. M. POWELL,
Commodore and Inspector Third District.
By order of the Lighthouse Board.

MARBLE MANTELS.—THE BEST PLACE in the city to purchase Marble Mantels of the latest designs at very low prices, is at A. KLABER'S Marble Works, No. 109 East 18th-st., near 3d-av., New-York. Mantels put up in the country. Cut this out.

FURNITURE.

FINE ROSEWOOD PARLOR FURNITURE.
Patent rosewood bedsteads, patent rosewood bureaus, (the handling of a number of keys avoided, one lock controlling four drawers.) Also, rosewood, black walnut, and oak library, dining-room and chamber furniture, at SPRINGMEYER BROS., (late J. H. Belter & Co.,) No. 722 Broadway, (established 1844,) opposite the New-York Hotel. Factory 3d-av., corner of 76th-st.

ESTABLISHED 1826.
An extensive assortment of parlor, chamber and dining-room furniture, in every variety and style. All goods warranted. WM. H. LEE, No. 199 Fulton-st.

BEDROOM ENAMELED FURNITURE of warranted manufacture. Also solid Chestnut and walnut chamber suites, plain and ornamental, at H. F. FARRINGTON'S, No. 368 Canal-st., opposite Wooster. Established 1843.

CIGARS AND TOBACCO.

JAFFE'S CIGAR EMPORIUM,
No. 1181 Broadway, near 28th-st.
Havana cigars by the box at wholesale prices: Espanolas, $10; Figaro Britannicas, first quality, $25; Partagas Regalias, first quality, $30; splendid Conchas, $10; Rosa Operas, $9; fine Londres, $7; and over a hundred other brands, all at wholesale prices.

FOR SALE.

FACTORY FOR SALE OR TO LEASE.—The subscribers offer for sale, or will lease on a term of years, the large factory and lot of land, situated in Wayne-st., Jersey City, nearly one mile from the ferry. The buildings consist in part of
One large stone building, 118x46 feet, two stories high.
One large brick building, 100x84 feet, one story high.
One engine-house, brick, 52x32 feet.
One stone fire-proof warehouse, [illegible]
Besides several other buildings, office, carpenter's shop, &c.
On the premises are two very large wells, which furnish about 300,000 gallons of clear spring water per day, which makes it very desirable for a paper-mill or brewery. The engine and boilers are of 100-horse power, and in perfect order.
COLGATE & CO.,
Nos. 53 and 55 John-st., New-York.

LEFFERTS, HOFFMAN & CO.,
NO. 40 PARK ROW, (Times Building,) NEW-YORK,
REAL ESTATE AGENTS.
CITY PROPERTY, FARMS, COUNTRY RESIDENCES, MILL PROPERTY, &c., for SALE and EXCHANGE. Furnished and unfurnished houses to let. Agents for the sale and transfer of property in all the Northern and Southern States.

FOR SALE—THE COUNTRY RESIDENCE OF the subscriber, known as Long Beach, Orienta, Westchester Co., being the outside point of DeLancey's Neck, surrounded on more than three sides by Long Island Sound, 2¼ miles from the depot at Mamaroneck. The property consists of 33 acres of the best land, securely sea-walled and diked, surrounded by a carriage drive of about one mile in extent; perfectly drained; with abundance of fruit, and altogether well improved; the dwelling of brick, about 48 by 68, with all the modern improvements. The barns, stable, carriage-house, boathouse and outbuildings all nearly new, large and convenient; well suited for either a Winter or Summer residence. Fine sea bathing within six rods of the house. Good boating, fishing and fine drives. An excellent neighborhood. Extensive views of the Sound and Long Island; perfectly free from all annoyances, fever and ague or musquitoes. For a private residence, unsurpassed in the vicinity of New-York, and would be a most excellent position for a large public house for Summer resort.
Good steamboat landing, &c.
For further particulars, inquire of
JOHN H. PRENTICE,
No. 1 Grace-court, Brooklyn.

VALUABLE COAL LANDS FOR LEASE.—THE COAL RIDGE IMPROVEMENT AND COAL COMPANY is prepared to lease their lands, situated near Mount Carmel, Northumberland County, Penn., containing 2,313 acres in one basin of about four miles in length, in which are the celebrated Mammoth, Skidmore and other veins of first quality of coal. The Mammoth and Back veins have been worked to some extent on both the north and south dips.
The Lehigh and Mahanoy Railroad passes through these lands, and will be prepared to carry coal on the opening of next season, making a direct outlet to Elizabethport and other shipping points near New-York. There are connections with the Mine Hill and Reading Roads, the Shamokin Valley and Northern Central Railroads, giving a Southern market to Baltimore, &c., and also by the Sunbury and Erie Railroad to the lakes and New-York. There is abundance of timber on the lands for mining purposes.
The whole tract will be embraced in one lease, if desired. For further information, apply or direct to the office of the company, No. 329 Walnut-st., Philadelphia.
JOS. C. WRIGHT, President.
PHILADELPHIA, Dec. 6, 1865.

FOR SALE—WITH IMMEDIATE POSSESSION if required, a cottage house of modern construction and arrangement, situated one mile from the depot at Rye, near the Sound shore, and commanding an extensive view of the Sound and adjacent country. The grounds are handsomely laid out, and the whole property is in order and fitted for a gentleman's residence. For permits of admission, apply to F. C. BULKLEY, No. 43 Wall-st., Jauncey-court.

FOR SALE—WITH IMMEDIATE POSSESSION.—A first-class 3-story brick house, fully furnished, on Willow-st., Brooklyn, 5 minutes' walk from Fulton or Wall street ferries; hot and cold water, bath, and all modern improvements, and in splendid order; furniture, which is of best quality, can be purchased, if desired. Apply to DAVENPORT & FANNING, Montague-st., next to Post-office, Brooklyn, N. Y.

FOR SALE—FRONTING PROSPECT PARK, Brooklyn, a plot of ground of 145 feet front on the Park, and about 135 feet deep, with a large old-fashioned house thereon; will rent for about $400 a year; will be sold at a bargain if applied for immediately.
BENEDICT & COIT, No. 4 Pine-st.

FOR SALE—VALUABLE PROPERTY IN NEWARK, N. J.; house three-story brick, with two-story wing; size of lot, 108 feet front by 178 feet deep; stable and coachman's house on rear of lot; terms to suit purchasers. For particulars apply to the owner, WM. B. MOTT, No. 40 Wall-st., New-York.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by HENRY B. BLACKWELL, No. 59 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

FOR SALE—IMMEDIATE POSSESSION—A three-story brick house, No. 260 Union-st., Brooklyn; lot 22 by 100; house 22 by 50; high stoop, front basement; imitation of oak; range, wash-room, stationary tubs; halls imitation of marble; gas and gas throughout; house in good order. Inquire on the premises.

FOR SALE—ONE DWELLING HOUSE ON 50th-st.; brown-stone front, high stoop, four stories and basement; all modern improvements; will be sold cheap before the 1st of January. MAWBEY & CO., Real Estate Agents and Brokers, No. 300 Broadway, Room No. 7 and 8.

FOR SALE—RICH IOWA AND MINNESOTA Farms. Will grow 75 bushels corn or 40 bushels wheat per acre. Railroads, navigation, markets and towns convenient. They must be sold this season. One crop pays five times the price. Address J. T., at *National Intelligencer* Office, Washington.

FOR SALE—THE THREE-STORY BRICK house and lot No. 374 Atlantic-st., Brooklyn; lot 17 feet 6 inches by 90 feet; house 17 feet 6 inches by 46 feet; rents for $500. Price, $4,500. Apply to JAMES W. TRASK, No. 87 Pearl-st.

LOTS FOR SALE—ON THE FIFTH AND 6th avs., 52d and 53d sts. Also, on 51st-st., extending through to and fronting on 52d-st. One lot on 5th-av. near Dr. Chapin's Church. Apply to MULLER, WILKINS & CO., No. 5½ Pine-st.

FOR SALE—TO CLOSE AN ESTATE, THE PLOT of ground situated on the north-west corner of 3d-av. and 27th-st., 50 by 100 feet, with three cottages thereon; terms easy; price $21,000. Apply to J. H. HERRICK, No. 10 South-st.

FOR SALE—IN THIS CITY, A LARGE AND valuable rolling mill in complete running order. Apply to SAMUEL MILLIKIN & CO., Agents, No. 189 Front-st.

VALUABLE MILL PROPERTY IN Maryland for sale. For particulars apply to the owner, R. HAINES ENGLAND, Brick Meeting House, Cecil County, Md.

FOR SALE—A FACTORY, WITH GOOD WATER-front, dock, &c., accessible by vessels of all sizes throughout the year.
ALBERT KOLLER, No. 199 Water-st., N. Y.

FOR SALE—FOUR LOTS, EACH 25x100 FEET, on the easterly side of Kent-av., between Rush-st. and Division-av., Williamsburgh. Apply to JAMES W. TRASK, No. 87 Pearl-st.

FOR SALE—A WATER FRONT IN BROOKLYN of nearly 380 feet, with bulkhead the whole length. Apply to J. C. HULL & SON, No. 22 Park-row.

FACTORIES FOR SALE IN NEWARK, N. J., with steam power. Apply to A. H. BROWN, No. 317 Broad-st., Newark, N. J.

TO LET.

HOTEL FOR RENT.
The Lapierre House, a first-class hotel on Broad-st., Philadelphia, containing parlors, dining-rooms, &c., and 120 chambers, and in good order, will be let on a long lease at a slight advance over the rent paid before the war. Possession Jan. 1, 1866.
For particulars, address
JOHN H. EDWARDS,
No. 704 Walnut-st., Philadelphia.

FOR SALE—THE LEASE OF THE VALUABLE building lots located on the north side of 46th-st., between 5th and Madison avs.; two lots, 34x100, and one, 31x100 feet. Ground rent, $80 per year, each.
Apply to HOMER MORGAN, No. 2 Pine-st.

HOUSES & ROOMS WANTED.

WANTED TO LEASE—FOR TWO OR THREE years, a first-class furnished house in a desirable location, by a responsible party who would take good care of the property. This would be a good opportunity for families about visiting Europe. No bonus will be paid. Address, with location, description and rent, &c., B. R. J., Box No. 168 Times Office.

WANTED.—A SUIT OF UNFURNISHED rooms, four preferred; [illegible] improvements, for three quiet [illegible] May. Address Box 5,383, N[illegible]

BOARDING AND LODGING.

GETTY HOUSE, YONKERS, N. Y.
Families can be accommodated with board at moderate rates. W. D. DOTY, Proprietor.

FIFTH-AVENUE.—ON ACCOUNT OF A FAMily leaving for the South, a parlor and bedrooms will be vacated by New Year in one of the finest houses on the avenue. A party of unexceptionable references willing to pay $150 or $200 per week, can secure first-class accommodations for the Winter by addressing PRIVATE, Box No. 196 *Herald* Office.

A SMALL FRONT ROOM FOR ONE gentleman. Dinner at 6. Apply at No. 152 5th-av., between 11th and 12th sts.

ELEGANT PARLOR ON FIRST FLOOR, two front rooms on third floor, with or without board, at No. 90 Macdougal-st.

HOTELS.

LANGHAM HOTEL, PORTLAND-PLACE.—This commodious hotel, the largest in London, is now open; it is situated on the most open and healthy site in the West End, with all modern improvements. Suites of apartments, table d'hote, a salle of 100 feet, elegant ladies' room, a spacious sitting and writing room, etc. Within a short distance of all the railway termini. For terms to secure accommodation, address the manager.
C. SCHUMANN.

THE ROYAL VICTORIA HOTEL, NEW-PROVIDENCE, Bahamas, is now open to visitors. A thorough order for the accommodation of guests. Rooms can be secured by application to the manager, Mr. JAS. CARROLL, at Nassau.

LEGAL NOTICES.

IN PURSUANCE OF AN ORDER OF ROSWELL C. BRAINARD, Esq., Surrogate of the County of Kings, notice is hereby given to all persons having claims against GERARD C. LESTER, late of the City of Brooklyn, deceased, that they are required to exhibit the same, with the vouchers thereof, to the subscriber at his office, No. 49 West-st., in the City of New-York, on or before the twentieth day of May next. Dated Nov. 13, 1865.
n14-law6mTu* JOSEPH H. LESTER, Administrator.

COPARTNERSHIP NOTICES.

NEW-YORK, Dec. 22, 1865.
THE PARTNERSHIP HERETOFORE existing between the subscribers, under the firm of KEEFER, NICHOLS & CO., is this day dissolved by mutual consent, H. M. NICHOLS retiring from the firm. The business of the late firm will be settled by the remaining partners, who will continue the business at No. 20 Murray-st. SAMUEL KEEFER, H. M. NICHOLS, O. L. KNOX, WM. H. FAYMAN.

ASTROLOGY.

NO. 165 BOWERY.—MADAME WIDGER, clairvoyant, tells all you wish to know. Losses, diseases, numbers, &c.

The New-York Times.

NEW-YORK, TUESDAY, DEC. 26, 1865.

THE NEW-YORK TIMES.

Enlargement of the Daily, Semi-Weekly and Weekly Times.

The Largest and Cheapest Newspaper in the United States.

The NEW-YORK TIMES has been enlarged to the size of the LONDON TIMES.

Each number contains *eight* pages of *seven* columns each—or FIFTY-SIX columns in all—making it the largest newspaper in the United States.

The TIMES will contain regularly:

FULL CONGRESSIONAL REPORTS.
REPORTS OF THE LEGISLATURE.
MESSAGES AND PUBLIC DOCUMENTS.
REPORTS OF COURTS AND PUBLIC MEETINGS.
EUROPEAN NEWS IN FULL.
FOREIGN AND DOMESTIC CORRESPONDENCE.
NEWS FROM ALL PARTS OF THE WORLD.
POLITICAL AND GENERAL EDITORIALS.
LITERARY NEWS, SELECTIONS AND MISCELLANY.

Everything possible will be done to make the TIMES the most valuable and interesting Family Newspaper in the United States. Its price will remain unchanged, in spite of the fact that its size and contents have been increased one-fourth.

The following are the prices of the several editions, payable in all cases in advance:

The DAILY TIMES, per annum	$10
The DAILY TIMES (Sunday Edition included)	$12
The SEMI-WEEKLY TIMES, one year	$3
The WEEKLY TIMES, one year	$2

These prices are invariable. Club rates are discontinued. We have no traveling agents. Remit in Checks or Post-office Money Orders if possible.

Address

H. J. RAYMOND & CO.,
TIMES Office, New-York.

☞ The SEMI-WEEKLY and WEEKLY TIMES will be enlarged about the first of January.

☞ Subscriptions in clubs to the WEEKLY and SEMI-WEEKLY, sent before Jan. 1, 1866, will be received at the old club rates.

To Advertisers.

Advertisers in the TIMES are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

Amusements this Evening.

LUCY RUSHTON'S NEW-YORK THEATRE,
Nos. 728 and 730 Broadway.
THIS EVENING, Dec. 26, commencing at 7¾ o'clock, SCHOOL FOR SCANDAL. Characters by Messrs. C. M. Walcot, Mr. Harry Pearson, Mr. J. K. Mortimer; Mr. D. W. Waller, Mr. T. Placide, Mr. J. Moore, Mr. W. A. Mestayer, Mr. H. Cunningham, Mr. W. S. Higgins, Mr. T. C. Gourlay; Mr. Davies, Mr. Jones, Mr. Thompson, Miss Lucy Rushton, Mrs. Clara Maeder, Mrs. Mark Smith, Mrs. A. W. Young.

NIBLO'S GARDEN.
Broadway, between Prince and Houston sts.
THIS EVENING, Dec. 26, commencing at 7¾ o'clock, GREEN BUSHES; or, A HUNDRED YEARS AGO. Characters by Messrs. J. W. Collier, D. E. Ralton, J. Nunan, Geo. Becks, J. G. Burnett, J. W. Blaisdell, W. H. Danvers, Holmes, Barry, Neal, Rendle, &c., Misses Alice Placide, (first appearance at this theatre,) Mary Wells, &c., &c., in the cast.

WALLACK'S THEATRE.
Broadway, corner 13th-st.
THIS EVENING, Dec. 26, commencing at 8 o'clock, SECRETS WORTH KNOWING. Characters by Messrs. Frederick Robinson, Charles Fisher, Mark Smith, George Holland, Young, Norton, B. T. Ringgold, Graham, Pope, Ward, Mrs. Jennings, Miss Ione Burke, Mrs. John Sefton, Miss Carman.

WINTER GARDEN.
Broadway, between Bleecker and Amity sts.
THIS EVENING, Dec. 26, commencing at 8 o'clock, PAUL PRY AND A ROLAND FOR AN OLIVER.

NEW BOWERY THEATRE.
Bowery, between Canal and Hester sts.
THIS EVENING, Dec. 26, commencing at 7¼ o'clock, ARRAH-NA-POGUE, THAT BLESSED BABY, and THE DUTCHMAN'S GHOST. Characters by the entire Company.

OLYMPIC THEATRE.
Broadway, between Houston and Bleecker sts.
THIS EVENING, Dec. 26, commencing at 7¾ o'clock, MONTE CRISTO; Characters by Messrs. E. L. Davenport, Morton, Hind, Garrison, Lewis, Stoddard, Selwyn, Rockwell, Scott, Stanley; Misses Eliza Newton, Louisa Myers and Kate Newton.

BROADWAY THEATRE.
Broadway, between Grand and Broome sts.
THIS EVENING, Dec. 26, commencing at 7¾ o'clock, MOSE and SAM: Principal characters by Mr. Chanfrau and Miss Olive Logan.

FOX'S OLD BOWERY THEATRE.
Bowery, between Bayard and Canal sts.
THIS AFTERNOON, Dec. 26, commencing at 2 o'clock, and EVENING, at 8, DUMB BOY OF MANCHESTER, JOCKO THE BRAZILIAN APE, THE SNOW BIRD, WANDERING STEENIE and the FRENCH SPY.

BARNUM'S NEW MUSEUM.
Broadway, between Spring and Prince sts.
THIS EVENING, Dec. 26, at 7¾ o'clock, DWANGEE, THE ARAB. Characters by Messrs. Daly, Hadaway, Jamieson, Wilton, Anderson, Mrs. Prior and Mrs. Jamieson. CIRCUS and the Living Curiosities.

NEW-YORK CIRCUS AND HIPPOTHEATRON.
14th-st., opposite the Academy of Music.
THIS AFTERNOON, Dec. 26, MATINEE, commencing at 2½ o'clock. EVENING, at 8 o'clock. JAMES ROBINSON and a complete troupe of Equestrian and Gymnastic Performers.

BRYANT'S MINSTRELS.
Broadway, between Grand and Broome sts.
THIS EVENING, Dec. 26, commencing at 7¾ o'clock, 101 PARLE FRANCAIS, BLACK-EYED WILLIAM. Characters by N. Seymour and Dan Bryant.

AMERICAN THEATRE.
Broadway, between Howard and Grand sts.
THIS EVENING, Dec. 26, commencing at 7¾ o'clock, THE LAST NAIL; Or, THE FAIRIES OF THE LAUGHING WATERS. Characters by the troupe. Ballet, songs, &c.

TONY PASTOR'S OPERA HOUSE.
No. 201 Bowery.
THIS AFTERNOON, Dec. 26, commencing at 2½ o'clock, MATINEE. Evening, PANTOMIME and CHRISTMAS HARLEQUINADE. Characters by Tony Pastor and the mammoth troupe.

The SEMI-WEEKLY TIMES will be published this morning.

It contains the first four chapters of

DICKENS' Christmas Story, "Dr. Marigold's Prescriptions."

Copies for sale at the counter, in wrappers, ready for mailing. Price 5 cents.

NEWS OF THE DAY.

GENERAL NEWS.

The Virginia City (Montana) *Post*, of Nov. 4, contains a glowing description of a most extraordinary discovery about four miles from Helena, in that Territory, made by a man named BROWN, one of the original discoverers of the Gold & Curry lode of Nevada. The discovery is represented as a well-defined ledge, fully five feet wide, with a gold vein three feet wide, three-fourths of the entire substance therein being pure gold. On each side of this vein there is a casing of one foot of quartz, which will assay from $400 to $2,000 the ton. What gives an air of credibility to this seemingly exaggerated account, is the fact that Col. INSLEY, a well-known citizen of St. Joseph, now in Montana, saying in a closing letter to his family that he has seen a specimen of this quartz, which seemed to be solid gold.

Messrs. B. F. SAGE and C. D. EATON, contractors with the Cleveland and Toledo Company for the new railroad line from Elyria to Oberlin, absconded on the 15th inst., with $10,000, the greater part of which they had received that day from the company, to pay off the laborers under their charge. On investigation it was found that the wives of the contractors had left a day or two previous for New-York, and the whole transaction assumed the form of a well considered swindle. There were due the laborers the wages for six weeks' work, and it is estimated that 2,000 people suffer in consequence. The total amount of indebtedness of the absconding parties was about $20,000. They were natives of the South, and it is thought they have gone to Georgia.

Mr. WM. SELICK, a farmer in Wallkill, Orange County, N. J., residing a few miles from Middletown, on Tuesday night, was robbed of two thousand two hundred dollars, which he had just received for the sale of a farm. His house was entered by means of a ladder placed beneath a chamber window. The money was stolen without awakening the occupants of the house, who only discovered the loss the following morning. The robber was evidently well informed as to Mr. SELICK's financial transactions, and hence contrived an ingenious plan to rob him.

A merchant in Pittsburgh, by the name of SHAW, stands charged with having caused the abduction of his wife and her confinement in the lunatic asylum, on the plea that she was insane and dangerous. By some means he obtained the certificates of two physicians to that effect, and, a few days since, had the police seize her, and, despite the heart-rending cries of the helpless woman, she was forced into the street cars and hurried to the asylum. On her first interview with the superintending physician he had grave doubts of her insanity, which was confirmed by subsequent examinations.

The Chairman of the South Carolina delegation to the President, declares his belief that emancipation has already increased the self-respect of the negroes; and many very prominent planters, hitherto successful in their business, are of opinion that the negroes, if properly paid and well treated, will work under the new system. These opinions, honestly held by natives of the South, afford good groundwork for patriotism and a friendly feeling toward the North.

Assistant Secretary CHANDLER on Saturday signed an order directed to the several heads of bureaus of the Treasury Department, dismissing from government employ certain clerks therein named, numbering in all about seventy-five. It is stated that incompetency was the general cause for so large a discharge. The services of the discharged clerks will terminate with this month, by which time, it is confidently expected, the list will be increased to one hundred.

The trial of Mr. G. B. LAMAR and his son, under the charge of bribing officials in charge of government cotton, will commence this week at Savannah, Ga. The proceedings and developments promise to be of much interest, whether regarded in connection with the social standing of the accused parties or the serious charges which have been brought against them by the government.

Several marine disasters are recorded this morning. The schooner *Haines*, from Hayti to Boston, was wrecked on the south side of Nantucket during the gale of Friday night, and her crew, seven in number, all perished. A schooner is reported sunk off Sandy Hook, supposed to have been run down by some vessel. The steamer *Bosphorus*, from Liverpool, went ashore near Fort Hamilton last evening.

MARY SAWYER, a young lady of Oldtown, Me., was drowned on the 16th inst. She had been visiting across the river, and started to go home in company with a young man on skates who drew her on a sled, but skated in a hole and drew her after him. He got on the ice and gave his hand to the young lady to help her out, when his glove came off and she was carried under the ice and drowned.

Secretary STANTON has issued an order, setting apart all the ground upon which the massacre of Fort Pillow occurred, for the purpose of erecting a monument thereon to the memory of the soldiers who fell, and those who were butchered there. This order was obtained by Mrs. BOOTH, the widow of the officer who commanded the colored troops there. She is now engaged in raising funds to build the monument.

Mr. LAFFIN, of Chicago, formerly of powder notoriety, is the inventor of a new process which saves nearly all the gold and silver in the ores. It consists in pulverizing as by present methods, and passing thus reduced through melted lead. It is said that ninety-five per cent. of the gold and silver contained can be saved.

The Chicago and Rock Island Railroad Company have served an injunction on the Mississippi Railroad Company to stop them from crossing the old Sterling and Rock Island track, near Port Byron. The Rock Island *Union* says the object is to prevent the Mississippi Company from making connection with the Port Byron road to that city.

The colored people of Missouri are preparing the programme of a grand jubilee to be held in St. Louis on the 11th of January, the anniversary of the adoption of the ordinance emancipating the slaves of Missouri. JOHN M. LANGTON, of Oberlin, is stumping the State, preparing the colored people for the right of franchise.

A Maine paper states that a colony of fifty families, principally from that State, is to embark for Palestine in July next. They propose to settle at Jaffa, the ancient Joppa, building lots having been purchased, and will carry out with them Yankee improvements.

Two chiefs of the Red Lake Indians have arrived at St. Cloud, Min., to ask Bishop WHIPPLE to send them a missionary and teacher, whom they offer to pay a salary out of their annuity. One-third of the tribe propose to separate from the rest and attempt to imitate the civilization of the white race.

Gen. BUTLER's celebrated tower near Bermuda Hundreds, from which, for so many months, lynx-eyed sentinels pried into the movements of the rebel troops, was the other day sold at public auction for the sum of five dollars. There were at least thirty cords of good timber in the structure.

A bill has been introduced into the Tennessee Legislature, providing for a marble statue of ANDREW JACKSON, to be placed in the capitol of the State of Tennessee, and upon which shall be inscribed: "The Federal Union, it must and shall be preserved."

Gen. STEPHENSON, commanding at Atlanta, has issued an order allowing citizens to carry arms for personal protection. This action was rendered necessary by the great prevalence of lawlessness at that place.

Five persons, sleeping in one room in a Chicago hotel, were on Saturday night suffocated by escaping gas. When discovered in the morning they were entirely dead. A sixth, who slept in the same room, was still alive, but insensible.

The Farmers' Bank of Kentucky, having lost $60,000 by the Morgan raid in June, 1864, sued J. W. WITHERSPOON, a returned Morgan officer, attached his land, and got judgment from a circuit court for the whole sum. He appeals the case.

The work on the reconstruction of the Savannah, Albany and Gulf Railroad is progressing rapidly, and by the 1st of February their cars will be running from Savannah to Thomasville, a distance of two hundred miles.

The Commissioner of Agriculture has received from the American Legation at Jeddo, Japan, several hundred varieties of fruit and flower seeds indigenous to that country, many of which, the consul believes, may be cultivated to advantage in this country.

The Rector of St. Lazarus' Church, at Memphis, Tenn., acknowledges the receipt of over seven thousand dollars to build a cathedral in honor of Bishops POLK and OTEY, and others of the Confederate dead.

Ex-Attorney-General BLACK, of Mr. BUCHANAN's Cabinet, has formed a law partnership in Washington with Mr. LAMON, formerly law partner with Mr. LINCOLN.

The trial of Mrs. ISABELLA OULD, charged with shooting, with intent to kill, her paramour, R. H. MEADE, in September last, is in progress in Richmond.

The steamer *De Soto*, formerly a United States gunboat, exploded her boiler on Lake Pouchartrain Dec. 9. Six of the crew (negroes) were killed and four wounded.

The Erie Railway has just negotiated a loan of four million five hundred thousand dollars, in England, for the completion of its double track.

Gen. WADE HAMPTON, being in the hall of the House of Representatives at Montgomery, on the 11th, was invited to a seat within the bar.

A mineral spring has been discovered near Dallas, Polk County, Oregon. The water possesses chalybeate and cathartic properties.

The Montreal Merchants' Exchange, a large four-story building, was destroyed by fire yesterday morning.

One thousand four hundred men are now employed on the Reno, Oil Creek and Pit Hole Railroad In about two weeks the railroad will be open.

Quite a number of plantations near Augusta, Ga., have changed hands; lately the purchasers are mostly from the North.

The main portion of the old frigate *Merrimac*, with her propellers, weighing ten tons, has been raised and taken to the Portsmouth Navy-yard.

FREDERICK DOUGLASS has written a letter accepting the position of delegate in Washington of the colored men of New-York.

LOCAL NEWS.

Christmas dinners and presents were given the children of the Howard Mission and Home for Little Wanderers, the Five Points Mission, the Five Points House of Industry, and to the veterans in the Soldiers' Depot in Howard-street, yesterday. Mr. JOHN W. FARMER opened his doors to the widows and children of the dead Union soldiers of the war. Christmas dinners were also given by institutions of charity in Brooklyn, Jersey City, and elsewhere.

The Ladies' Union Relief Association, of this city, intend on Thursday next opening a Christmas table for the few remaining veterans who are inmates of David's Island Hospital. As this will probably be the last holiday festival given by this beneficent association, so tenderly remembered by many wounded heroes, who have been the objects of their care and sympathy, peculiar interest will attach itself to the Christmas carnival of 1865 on David's Island.

The condition of Miss DAYTON, of Brooklyn, whose life was attempted to be taken by Mr. WM. H. RUSS, remains unchanged; but it is not supposed that she can recover. RUSS himself talks freely to his physicians, and does not appear to be suffering any physical pain. Both bullets have been extracted from his skull.

The honorary degree of Doctor in Divinity was conferred on Rev. ALEXANDER R. THOMPSON, Minister of the Reformed (Dutch Church, Twenty-first-street, in this city, by the Council of the University of the City of New-York, in session on the 13th inst.

Kentucky—The Acquiescence of the State in the Doom of Slavery.

The grand fact that slavery was actually and constitutionally abolished in the State of *Kentucky* on Monday of last week, seems to have caused little more excitement there than it has attracted attention here or throughout the country. Kentucky has borne the infliction firmly; has made no rumpus about it; has threatened no rebellion because of it. The greater part of the planters, politicians and people, had come to the conclusion some time ago that the circumstance was inevitable. The institution, which formerly existed on three sides of the State, had disappeared from all of them. The slaves of Kentucky itself had been "demoralized" as slaves. A powerful local party demanded abolition. The amendment was being ratified by State after State, and it was quite certain the requisite number of States would be secured to make it law. So that, under all these circumstances, there was a general acquiescence in the foredoomed fact; and when Secretary SEWARD's proclamation of last Monday actually established it, Kentucky slavery simply uttered its "*Nunc dimittis*" and passed away forever.

We have not the means of accurately estimating how many slaves were freed in Kentucky by the Secretary's proclamation, or rather by the adoption of the Constitutional Amendment which that proclamation announced. At the time of the last census (1860) there were 225,483 slaves in the State; but that was before the war had affected the institution. We suppose it would be safe enough to estimate that there were much less than a hundred thousand of these negroes in bondage when the war closed; and probably at the opening of this month there were less than fifty thousand. Their bondage, too, was little more than nominal—for such vast changes had taken place, and so easy was it for slaves to escape from their masters, that their masters had generally concluded to treat them as virtually free. But, admitting these things, the main fact upon which we are commenting still remains great and memorable among the occurrences of the time.

The other States affected by Secretary SEWARD's proclamation are Delaware, and, some would add as a joke, New-Jersey—for we believe that one or two venerable relics of the ancient institution still existed, at the opening of last week, in our neighboring State. Everywhere else throughout the South, military law, or, as in Maryland, Missouri and West Virginia, local legislation, had swept away the once gigantic system of negro slavery.

Thus, abolition has finally taken place in Kentucky in a mode different from those acted upon elsewhere. The State was one of the localities excepted in Mr. LINCOLN's Emancipation Proclamation; and its Legislature resolutely refused to take any action in the direction of abolition. Neither by the sword of the nation, nor by the legislation of its own people, but by the pacific and constitutional vote and action of a majority of the States of the Union, was the system there legislated out of existence.

The uncomplaining acquiescence of all classes in Kentucky merits national applause. It is true enough that it would have been in vain to demur in any way. But when that which is unwelcome or causes loss is gracefully borne—when, in deference to the expression of the national will, a State resigns what it considers its own interests, it is due that the country in general express its admiration.

Our City Railroads—The Necessity for More Accommodation for City Travel.

We publish in other columns to-day a comprehensive sketch of the origin, progress, financial prosperity, and general scope of our city railroads.

We venture to think that very many of our readers are unaware of the enormous growth of this peculiar railroad interest; and that there is no intelligent reader of this journal who will not be satisfied to peruse the simple statement of facts in the article referred to.

The wonder excited by the marvelous progress of these intramural railways is only exceeded by that which our experiences are finding—as too many of us do every day—that all the provision thus made to furnish means of conveyance to and from the crowded haunts of the city, come vastly short of the requirements of the throngs of passengers. So far as we can judge, from the returns before us, there is not one of the dozen or more companies that control this vast railroad interest that is not paying handsomely. So far as our experience goes there is not one road that is not more or less crowded with passengers during the busy hours of the day—while half the lines are overcrowded to a degree dangerous to health, utterly destructive of all personal comfort, and fatal—unless a remedy is provided, to the growth of the city proper, entailing, moreover, indirectly, increased burdens of taxation, every year, upon those residing within the corporate limits.

No right-minded person can do otherwise than rejoice that our city railroad companies are in the prosperous condition they are reported to be. They are all useful, all needed, all a convenience, the absence of which—with all deference to Cockney tourists—would be an intolerable deprivation. Every one who has anything at stake in the prosperity of New-York ought to wish the proprietors all the success they have attained. If we sometimes *growl* that they carry too many passengers, we have to listen to the argument that they provide all the accommodation they can; that they run, on the more crowded lines, on as *short time* as it is possible; and that their traffic has overgrown their utmost capacity for its accommodation. This, we know, is the case with the Third-avenue—at least on certain days of the week and at certain hours of every day. Our grumbling then, we think, ought to take a shape which would result in providing a practical remedy—in no manner involving an inimical disposition toward, or unfair competition with any existing city line.

The vast interest of which we give a picture to-day has been the growth of little more than a dozen years—for we can hardly include in the city roads proper the Harlem Railroad horse cars of twenty years ago. The whole business, then, may be said to be in its infancy. It has grown, but the city has *outgrown* it. If the existing companies, therefore—either separately or jointly—are wise, they will be the foremost to promote every fair and feasible new scheme which promises to make our intramural railroad system keep pace with the growing wants of our population.

Is it asked, what we want these companies to do? Let us answer specifically: We want every railroad company inside and outside the city to help us to the early completion of an underground line lengthwise through the island. We care not what route they favor, provided the road, when built, takes the main *through* passenger traffic. It is the *way* traffic which the roads now in existence mainly derive their revenue from. At least, in two years from now, the *way* traffic of the city will be sufficient to fill every car that can be safely put upon any of the tracks now existing.

We not only want more and greater facilities for travel between the upper and lower ends of the island, but we want facilities different in kind from what we have now. We want relief from the crowding of ordinary street traffic. We want speed. And these facilities we can only achieve by an underground railroad. The engineering difficulties no expert will for a moment regard as insurmountable, or, indeed, as comparable in magnitude to those which the London underground companies have had to contend with. The financial guarantees for the thorough and early completion of the work are already secured. We want the Governor's signature to the incorporating act—now withheld for reasons which are far better appreciated, we venture to think, by a small minority at Albany, who have a keen appreciation of the *money value* of charters, than by any honest citizen of New-York. The present is the time for our citizens to speak, and to speak loudly. If the bill of last year, which will probably now have to be renewed, be pressed forward early in the approaching session, we shall get from the Governor, peradventure, the satisfaction of a straightforward *veto*. In this case the supporters of the measure, in both houses, we apprehend, will be found numerous enough, and decided enough to pass the incorporating act over such *veto*. This could have been done last year, but for the peculiar mode which the Governor took to defeat, for the time, the promoters of the enterprise. This year, we are fain to believe, no such game can be played. At least, every staunch advocate of a New-York underground railroad will be forewarned, and *know* the reason, if there is to be any further trifling in this matter.

The National Peace.

The nine hundred thousand men who, on Christmas Day of last year, were soldiers in the field, but who yesterday ate their Christmas turkeys and enjoyed their Christmas cheer by their own firesides, were not the least grateful men in the nation for the blessing of peace. In every State and in every city and hamlet of this broad republic were patriots who last December faced the foe and confronted death—some maimed for life, others bearing honorable scars, and all of them rich in experiences and full of reminiscences of the bygone days of danger and death. Among the hills of New England were told the tales of the Red River and the furthest South; upon the prairies of the West were recounted the wonders of the campaign which began on the Ohio River and ended on the Atlantic Coast; in the homes of New York and the Middle States, the ever-memorable struggles of the Army of the Potomac were once again recalled. Stories of fierce skirmishes and raids, as well as of great battles: stories of scouting expeditions by night or day, as well as of long marches by day and night; stories of captivity and suffering, as well as of taking captives; of defeat as well as of triumph; of the early days of civil conflict, as well as of the grand days when the patriotic hosts of the Union stood with their banners proudly victorious upon every field. And as the "old folks," and the women and the children and the neighbors listened to the recitals of what had been achieved and suffered by the veterans in the field, there were Christmas praises given to Heaven—in which the scarred heroes were not the last to join—that at this holiday season the war-flags are furled and the whole land enjoys peace.

But ever since the last war was ended, there have been vain men who have been eager for the *next* war. They would have revenge upon England for the foul part she played us during our struggle; they would punish Canada for the same reason; they would scourge MAXIMILIAN from the continent without notice, and would teach LOUIS NAPOLEON some lessons which it is evident he stands in need of; they would remonstrate in arms with Spain for her various and still continuing outrages upon minor American Powers, and they would aid Cuba or any other foreign province in effecting its freedom from vassalage. They would, in short, crusade through the world with musket in hand, eager for any quarrel, and challenging every supposed foe.

The pacific course and spirit of the Administration is, of course, particularly distasteful to these would-be belligerents. Neither in the message of President JOHNSON, in the diplomatic correspondence of Secretary SEWARD, in the War and Navy Department reports, nor in any of the other official documents recently given to the country, do they find the least encouragement given to any one of their schemes, or the least prospect held out of their being treated with anything but reprobation. In treating of our controversies with other Powers, the President was careful to adopt a tone at once vigorous and conciliatory. So far as was necessary, our relations with other Powers were commented upon; but in regard to none of them was a word used indicating that any of our controversies were of such a character as to require war or menace for a solution. He appreciates too profoundly the natural position, necessities and spirit, to speak otherwise; and while the report of the Secretary of War shows the immense amount of military material we have on hand, and the facility with which armies could be raised in case of emergency, it also shows what energetic measures of a pacific character have been carried out.

The country would not have enjoyed such a merry Christmas yesterday, had the bloody zealots got control of the country, or a sanguinary spirit imbued the Administration. We can only hope that in the future our Administration will be conducted with such wisdom, and our honor maintained with such firmness, that the next Christmas will still find our country enjoying the blessing of peace with all the nations of the world.

BAIL IN OUR COURTS.—Our remarks upon the loose manner in which notorious criminals are admitted to bail in some of our courts have been so far misunderstood as to call forth remonstrance from the United States District Courts of this city and Brooklyn. The evils complained of were alluded to in connection with the Police Justices' Courts, however, as would be evident to most readers. The United States Courts endeavor, we are assured, to preserve their purity in the matter of bail, while the Police Courts have for the most part a very different reputation. In the cases which we instanced, the prisoners surrendered, it appears, with one exception.

The Italian Government and the Italian School at the Five Points.

For the last few years the public mind has been so much engrossed with the frightful conflict, from which our country has now gloriously emerged, that many of the friends of popular education have, perhaps, only a faint recollection of the success attained by the Italian School of the Five Points, opened some ten years ago by the Children's Aid Society. Aiming solely at the moral and intellectual improvement of the poor Italians, this school—as indeed all other enterprises of the Children's Aid Society—has conducted its operations in a very quiet way, and avoided any publicity not essentially necessary to secure that end. We are led to make it the subject of this article by some peculiar features, highly creditable to all concerned, which have lately come to our knowledge.

The school, we may premise, was started only to elevate and improve the condition of the poor Italians, and has never felt the least pressure of religious sectarianism on the part of its benevolent patrons. For the first two years it was rather an experiment, the result of which, indeed, proved little flattering to the expectations entertained by its friends. By assiduous visiting, and timely exertions, and against numerous and discouraging obstacles, a larger and more regular attendance was secured in the third year, and thereafter the school has been in full operation for eleven months in the year with a satisfactory attendance, which at present averages above one hundred, two-fifths of whom are girls. The pupils vary from five to nineteen years, averaging ten. During these ten years about five hundred names have been registered, and of these not over eight per cent. could read a little in Italian, and about four per cent. in English. The rest were entirely ignorant of letters and numbers. In arithmetic only about eight in all were acquainted with the four fundamental rules—none with geography. For the first three years all the attendants, with scarcely any exception, followed either beggars or organ-grinders, and would reveal their ignoble vocation, when asked, with perfect indifference. There was not one among these five hundred who had the least idea of the outside world, and of the dignity of labor. They knew nothing of the country in which they were born or in which they resided, and lived to themselves out of reach of any healthy influence. The successful working of this school has now changed this state of things to a great extent. We hear of old pupils, now quite adults, as skillful mechanics, elevated to independence and respectability by industrious labor, and of the present attendants, fully one-third are apprentices in shops. The remainder of age follow sundry occupations, as boot-blacking, peddlers, etc., and would feel ashamed of begging. During the last war for Italian independence, while the Italian Committee here were raising funds for the widows and orphans of soldiers fallen in the cause of their country, the pupils of this school—and no other of the same class outside of it—offered, nay begged to be allowed to offer a day's work each, and thus raised and contributed nearly $20; and, later on, they published at their expense, a neat edition of 200 copies of "Garibaldi's March," (music and words,) and presented them to the New-York Sanitary Fair, and gladly did it as an acknowledgment of the good done to them by American benevolence and liberality. As to their intellectual progress, those who were present at the public examination, about two years ago, can only appreciate the exertions that must have been required to bring these poor creatures to their present improved condition. Last March they had a private and most satisfactory examination by Mr. BRACE, the energetic Secretary of the C. A. S.

So quiet was the working of this school, that for six years very few knew of its existence, and, in justice to the few influential Italians of this city, we must say, that as soon as they heard of it, contributed their mite to its support. It was only two years ago, however, that a cooperative committee was organized, composed of Prof. V. BOTTA, Dr. G. CECCARINI, OTTO FABBRICATTI, Esq., G. ALBINOLA, Esq., and E. P. FABBRI, Esq., all Italians of the highest standing, and well known to our professional and commercial public. The first action taken by this committee was to report to the Italian Government the claim that this school had on their native country, to which many of these children would be returned useful and intelligent mechanics instead of ignorant beggars and organ-grinders. The report found a cordial appreciation of the subject in the Italian Cabinet, and the readiness with which the Ministry appropriated and sent over 3,000 francs to the committee, speaks very highly of the enlightened policy of the new Kingdom of Italy. The Secretary-General of the Ministry of Foreign Affairs, Cav. CERRUTI, moreover, having been made fully acquainted with the aims and success of this institution, remitted also twelve handsome bronze medals as prizes to the most deserving, and intends, besides, as we are informed, to send a collection of elementary Italian books, which the school is greatly in need of. We congratulate the C. A. S. for this practical acknowledgment of the efficiency and success of its benevolent undertaking by one of the most liberal governments of Europe, and hope that the present Cabinet will follow the example of its predecessor.

We are glad to understand that the Italian Minister Plenipotentiary at Washington, Cav. BERTINATTI, is a regular and liberal subscriber, as also the Italian Consul-General in this city, Sig. ANFORA. We regret to say, however, that owing chiefly to the present high prices, the expenses, we are informed, are nearly double they were five or six years ago; clothes and shoes alone for the most deserving children covering fully $300 a year.

We learn that before Winter is over a festival will be held for the distribution of the medals by the Board of the C. A. S. and the Italian Committee. On which occasion, also, a photograph of Cav. CERRUTI, procured in Italy, will be hung in the school-room, in order to keep alive in the children the memory of the interest that is felt for their welfare in the land of their nativity. We would advise those who wish to see things with their own eyes not to fail to be present on that occasion. In the meantime, the school is always free to visitors, from 7 in the evening, at No. 155 Worth-street, (House of Industry,) the trustees of which institution having, for a number of years, accommodated it most generously with room, gas and fuel gratuitously.

Donations in money are received by JOHN E. WILLIAMS, Esq., President Metropolitan Bank, Treasurer of Children's Aid Society; E. P. FABBRI, Esq., No. 42 South-street, Treasurer of Italian Committee; and at the office of the Children's Aid Society, Clinton Hall, Astor-place; where also can be sent donations of clothing, books, &c.

Disastrous Fire in Montreal—Burning of the Merchants' Exchange.

MONTREAL, Monday, Dec. 25.

The Merchants' Exchange, a large four-story stone building, opposite the Montreal Telegraph Company's office, took fire last night about 10 o'clock, and in spite of several streams of water, burnt fiercely until 2 o'clock this morning. The building was completely gutted. The telegraph office was in considerable danger at one time. There was fortunately not much wind. The Chief of the Fire Brigade was hurt and two firemen stunned by falling stones.

EUROPEAN SOCIAL REFORMS.

Miss Carpenter and Her Schools.

All who know anything of English labors in behalf of the poor and the criminal among the young, have always associated Miss CARPENTER's name with them, as one of the oldest and most devoted workers in the cause, and one uniformly supporting the most advanced, humane and sensible principles connected with juvenile reform. Her father was well known in America as a distinguished Unitarian clergyman of Bristol, and of her brothers, one is an eminent man of science at the present time. I went to Bristol to see her work, and found her absolutely living among and giving up her life to unfortunate and outcast children. Even her artistic taste and talent, with her many scholastic acquirements, are sacrificed to this great duty. There are quite a number of charitable enterprises in Bristol founded by her, and some still under her supervision and guidance. The "Red Lodge Reformatory" is an admirable reform school for girls. It is established in an old monastery or nunnery; a very quaint, interesting old building, and not unsuited to its present use. The school-room is the grand old dining-hall of the monks, some 15 feet high, with carved oak panelings, and they say marble work from Venice, and an immense old fire-place where great "Jule logs," no doubt, once blazed. Then there are broad stairways and odd windows looking out over the outside halls and stairs, where the prioress or father in charge could see who the intruders were that wished to enter. Adjoining one room is a secret chamber very well hidden, and only accidentally discovered, where, in all probability, the monks concealed refugees during the civil wars. Below the ground floor is a secret crypt for private masses. In the old nuns' or monks' chambers are now clean-looking beds for the modern children of the street. The superb old dining-hall was filled with them—a cheerful yet well-disciplined crowd of young girls sewing for the freedmen in America! The house had a double interest to me, from the fact of its having been the residence of Dr. PRITCHARD, the Ethnologist.

To thousands in America it would have also a touching association from a simple white marble tablet in one room, with these words: "Sacred to the memory of ANNE ISABELLA NOEL, Dowager Lady BYRON, who, ever devoting the many talents intrusted to her to the service of her Master, purchased these premises, September, 1854, for the purpose of rescuing young girls from sin and misery and bringing them back to the paths of holiness." She was born May 17, 1793, and departed this life May 16, 1860. Faithful unto death, Miss CARPENTER was an intimate friend of Lady BYRON, and has a warm admiration for her noble character. She was appointed in Lady BYRON's will an executrix of her private papers.

Another tablet in the garden struck me: "This tree is planted in remembrance of the great and good Prince ALBERT, consort of our beloved Queen VICTORIA, who was summoned to a better world, Dec. 14, 1861." "His life sprang from a deep inner sympathy with God's will, and therefore with all that is true, beautiful and right." These last beautiful words are the Queen's, we believe.

Adjoining the Reformatory is a separate cottage for the girls who are somewhat improved, and are near the time of their discharge. In this is a convenient laundry and kitchen, where the girls are trained in common household duties. Miss CARPENTER believes especially in separate, individual influence as the secret of all reform, and in the power, not of theology, but of the teaching Christ to the young. She dislikes the large, congregated system for the treatment of youthful offenders; and whatever they are taught she wishes should be practical, plain, and of such a nature as to be useful to them afterward—for instance, for these girls sewing, washing, ironing, scrubbing and cooking; she allows nothing to be done by machinery.

Two of them she had in her own house to wait on the table and be constantly under her influence. Every evening this scholarly and intellectual woman spends with these and other children of misfortune—besides the day's work in their behalf.

Her success is practically shown by the fact that these reformed thieves and vagrants, for whom once it was so difficult to provide, as no good family would receive them, are now eagerly sought for and engaged throughout England long before they leave the Reformatory—all of them, it should be remembered, being placed there by the courts from various parts of England. The institution is allowed so much per head for each one of these.

Near to this Reformatory is a "Boys' Industrial School," founded by her, where destitute lads are lodged, fed and clothed entirely.

In another part of Bristol she has also founded a "Workingmen's Club." Here the young men and the laborers come in the evenings, or for an hour at noon, bringing their lunch with them, and reading the papers that are freely furnished. Meals are supplied to them at cost, and cheap coffee, if desired. One room is furnished as a bagatelle-room, another is a reading-room, another a class, and another a smoking-room (though the good lady abhors tobacco); there is a place for lectures and public meetings, and outside a small skittles-alley and a gymnasium. I was amused at a little instance of her knowledge of the men who frequent the club. As we entered the reading-room a glaring notice greeted our eyes of "Preaching to the Destitute." She tore it down at once, and rebuked the matron for permitting it, though in another place she herself is sustaining constant preaching and religious services for the poor. This "club" is evidently successful in its great object—as a competitor with the liquor-shops among the young men—as a place of honest and virtuous amusement.

I believe the frequenters pay a few pence a week to help support it. Another one which she opened on a more humble scale, failed on account of her leaving the management entirely to the laboring men, who are often very ignorant and conceited. This she retains entirely under her own control.

A very interesting reformatory, near Bristol (at Kingswood), was founded also by Miss CARPENTER, with the aid of a liberal gentleman from London, Mr. RUSSELL SCOTT.

The building employed was also of historic interest, as one where WESLEY lived and studied and taught.

The management here is unique and apparently most successful. The great employment is brick-making. The boys are divided into gangs, each with a "foreman," also a boy. They worked with a marvelous rapidity and eagerness. On inquiring the reason, I learned that they each earned wages, which were put down to their credit, to be a fund for them, and in part to purchase caps and articles of apparel with. A certain sum was also allowed them to spend as they chose, in order to test their self-control. The foremen had the highest wages, and were chosen for their activity and faithfulness. One had told us with pride that he had £1 15s. in bank. Another ingenious device of self-government was hit upon. Whenever a new boy is sent there by the courts, another boy is placed over him, and is called a *curator*, having sole charge of him, directing him in his labor, sleeping near him, and being responsible that he does not run away.

The superintendent, in the meantime, has little to do with him. If the new boy does well, the "curator" receives a prize every week; if he does badly, his guardian is fined; and if he runs away, *the whole school are fined*.

So successful is this, that the superintendent has known a new boy to remain perfectly quiet till the time of probation (six months) had passed, and the very next morning after he was freed from his guardian, he ran away. In the school are placed also public rolls of honor, to appeal to the emulation of the lads. These have a great influence on them.

After a certain period, every lad who has reached a certain rank of good conduct, is allowed a "ticket of leave." He goes out and enters business, or employs himself as he desires, but must report here as often as once a month. If he neglect this, he will be at once arrested by the police, and put in again for a longer term. I saw one who was thus returning to renew his ticket.

Many of the boys work in the garden and on the farm, apparently without any restraint, and yet they only have two or three "escapes" in the year, which are readily recovered. Their labor is exceedingly profitable, under a very capable and energetic superintendent—so much so, that the Reformatory has been enabled to buy additional land with the means earned by the lads.

The only fault about the institution I could discover was in the ventilation of the bed-rooms, about which the English are by no means particular enough.

Miss CARPENTER comes here frequently to give religious instruction. I have known how some of the Kingswood boys have turned out who have emigrated to the States, and I can testify that they make industrious, honest young men. Good authorities say that these reformatories have broken up the occupation of "training thieves; that it no longer pays." When will our American reformatories understand the immense superiority of "farm schools" over large factories or asylums for this class of lads? *Work in the ground* with small groups, is the true organization and labor for reformatories for the young.

C. L. B.

NEW-YORK, Dec. 23, 1865.

NEW BOOKS.

RICHARD COBDEN, THE FRIEND OF AMERICA AND APOSTLE OF FREE TRADE—HIS POLITICAL CAREER AND PUBLIC SERVICES. By JOHN M. GILCHRIST. 18mo. New-York: HARPER & BROTHERS.

An instructive and readable account of a man who claims on many accounts the attention of the present generation. Though no one would attribute to COBDEN the possession of commanding talents, he rose from the lowest station, by energy, simplicity, and singleness of purpose, to be universally recognized in his life-time as the benefactor of two great nations, whose sympathy for his sudden loss was expressed in the most unfeigned manner. To America COBDEN was a steady friend, defending the great principles that underlie her national existence through evil and good report. The volume contains extracts from his most important speeches, and conveys a most pleasing idea of the private relations of this well-known public man.

LIFE AND TIMES OF JOSEPH WARREN, by Richard Frothingham. 8vo. Boston: LITTLE, BROWN & Co.

This important contribution to the revolutionary History of America is due to Mr. FROTHINGHAM's researches into the public transactions that preceded for a series of years the active outbreak of the Revolution itself, at Boston—the preparatory measures—all tending to that final consummation. The closing scenes of the career of JOSEPH WARREN are familiar to all and have made his name a household word ever since the liberties of the country were established, but that throughout the whole of the first revolutionary movement in Massachusetts he was identified with the cause of the people as an efficient political leader was a fact not brought forward prominently by any previous writer, and is now placed in a vivid and interesting light by the author in the present work. His collections relating to WARREN's life and share in the great transactions of the time gradually become very large when once his attention was fixed on the subject; they embrace materials from public and private sources, including much manuscript correspondence of WARREN with his distinguished cotemporaries, &c., now first printed in this volume, which thence becomes an indispensable authority for all who would trace the secret springs of action that set in motion great events. The private memorials of WARREN are comparatively few. Of his short life of thirty-four years, ten were spent in devotion to the patriot cause, by which he rose to the head of public affairs in his native State, and became one of the most prominent characters of New-England. In the words of his biographer, WARREN was emphatically "a man of action whose words were deeds." Ardent, bold, resolute and far-seeing in his judgment of the course events were shaping for themselves—his high personal standing in society, and the unquestioned purity of his motives, made him one of the most valuable and influential friends of liberty—a man to support the timid, encourage the wavering, and enlist the services of all parties for the cause to which his life's best exertions were joyfully given, and finally sealed by his heroic death. He dwells in memory as the young, brave, blooming, generous, self-devoted martyr, awakening the purifying emotions of admiration, tenderness and patriotism. The influence of such a character extends from his cotemporaries to all succeeding ages. No biographer could hope for a subject more full of promise, and it is enough to say that Mr. FROTHINGHAM has left no available source unexplored that could in any way elucidate the private or public circumstances of his hero's life. He has produced a work that takes its place in all collections of American history—not merely repeating extant authorities, but adding much to the existing stock, from channels now first made available by his diligence. The publishers have done their part toward producing a volume that is worthy of any library, however select.

CHASTELARD. A TRAGEDY. By ALGERNON CHARLES SWINBURNE. 12mo. New-York: HURD & HOUGHTON.

The author of *Atalanta in Calydon* is speedily in the field with a new work, on a subject of less remote interest, where the ordinary passions of every day humanity are involved; and we have to deal with men and women, instead of the dim shapes of heroic model and indistinct creations of the mythological age, that formed the theme of his recent poem. It is difficult to avoid a comparison between the two books, though there can be no more unfair way of estimating the merits of works of art of any species. Each one has its peculiar characteristics. Any living poet might be proud of *Chastelard*, and there are several whom we could imagine might have written it. *Atalanta* could with no possibility be attributed to any other known author. A fine dramatic effect is produced by the delineation of Queen MARY. It is at once consistent with historic truth and the requirements of the poetic art. There can be no doubt, however, that the more historic events are searched into with the modern fondness for critical investigations, the less they become fit subjects for poetry. SHAKESPEARE's historical plays furnish no exception to this remark. In his day the past all lay behind his audience, apprehended in gross as a splendid and grandly conceived mass of great deeds and memories, which had not yet been subjected to the searching analysis of the critical historian. We miss in *Chastelard* the rhythmical beauty of the choral songs that formed so conspicuous a charm in *Atalanta*. This tragedy shows the facility of composition in a young author, that he is at the same time at home in such varied styles of composition and power that Mr. SWINBURNE has a great future before him.

SCALDED TO DEATH.—A child, only fourteen months old, named MORTIMER B. AUSTIN, whose family reside at No. 69 Pitt-street, died yesterday morning from scalds received by the accidental upsetting of a pail of boiling water. Coroner GAMBLE was notified to hold an inquest.

CHRISTMAS CHARITIES.

Dinners and Christmas Presents to the Children and Soldiers.

A Christmas Sketch within the City Prison.

FESTIVITIES IN BROOKLYN.

The bright sunshine yesterday was made brighter within the walls of our institutions of charity by bounteous banquets and timely presents. At the Soldiers' Depot, in Howard-street, the Ladies' Relief Association spread tables for about two hundred and fifty veteran soldiers; at the Five Points House of Industry about four hundred children, of from five to fifteen Summers, enjoyed an almost lavish treat; at the Five Points Mission about three hundred children were banqueted, and at the Howard Mission and Home for Little Wandererars, in the Bowery, a toothsome Christmas dinner was given to about eight hundred children. There were like festivities in Brooklyn, Jersey City, Hoboken and elsewhere, of which we give below sketches by our reporters.

Mr. John W. Farmer,

Of No. 47 Ludlow-street, sole proprietor and chief almoner of the least ostentatious of our eleemosynary institutions, has so frequently thrown open his house to the children of penury in our midst, that with them at least, if not elsewhere, his name has become a household word. Mr. FARMER's distribution of alms is the oddest conceivable, and his house yesterday was more than ever unlike the place which the imagination would picture from a card like the following, which we clip from yesterday morning's TIMES:

> "The widows and orphans of our departed heroes are respectfully invited to a Christmas dinner with JOHN W. FARMER. Table set from 9 o'clock A. M. to 10 o'clock P. M. Come one, come all, and join me on this festive occasion."

Mr. FARMER's banqueting-hall is the plumber's shop wherein he has hammered out that competence which enables him to be a benefactor of the poor. The apartment is about 10x15 feet, and seats about a dozen persons. At the time of our reporter's visit yesterday afternoon, a half-dozen children of from eight to twelve years of age, evidently indigent but nevertheless tidy, were enjoying a repast which to them was as rare a treat as DELMONICO could have prepared. The children's perfect ease in the house and the implicit trust with which they looked up into the large, benevolent eyes of the philanthropic plumber, suggested the inquiry whether they had not previous to Christmas been recipients of his bounty. "My house is always open to the needy, especially to the orphans of the noble men who made that beautiful flag the emblem of greatness which it is to-day," was Mr. FARMER's reply, as he pointed to the colors of the nation. A glance at the walls of this grotesquely-furnished plumber's shop revealed the plumber's politics rather more clearly than did a glance at the list of candidates for the Mayoralty previous to the last charter election; for here was a copy of the Inaugural Address of ABRAHAM LINCOLN; in another place the immortal Proclamation of Emancipation; yonder a regimental roster; and over all one of the Republican banners that was displayed from the Sub-Treasury building at the Union mass meeting in Wall-street on the afternoon previous to election. At three o'clock yesterday afternoon Mr. FARMER had entertained about one hundred and fifty children, and sent many of the number to their homes with bounteous supplies for their widowed mothers. He will repeat his special invitation to the widows and orphans of our nation's dead on New Year's day.

The Five Points Mission,

ON THE SITE OF THE OLD BREWERY,

Is the parent of the several reformatory institutions that the thoughtful and generous wives of our more opulent citizens have reared in the midst of the squalor and vice that not long ago abounded in the lower wards of the city. It was founded sixteen years ago, and from a small but encouraging beginning has enlarged its sphere of usefulness until, at length, its managers have been constrained to purchase, at an outlay of $9,000, a large lot adjoining their edifice in Park-street on the east, with a view to erecting another large building in the Spring. The Recording Secretary's latest report, covering last Winter and Spring, says:

> "Pecuniarily we have felt the laudable efforts of a patriotic people to relieve the sick and wounded soldiers, and to care for the suffering freedmen and their families. Hence, instead of well-filled wardrobes, and bedding piled upon our shelves, for the poor, our supplies have been limited to less than half the quantity of former years; yet we are happy to say there have been distributed 102 bed-quilts, over 300 hats and caps, about 500 pair of shoes, and over 3,000 pieces of clothing.
>
> During the severity of the Winter scores of families were supplied with small quantities of coal; and such has been the destitution that 16,948 rations of bread, meat, fish, and vegetables have been handed out under the direction of our resident missionary, and often have we been compelled to assist in paying the rent of sick and suffering ones about to be ejected from their miserable tenements. Beside this we have had from seventeen to nineteen families continually in the Mission House."

The managers offer needy families comfortable apartments in their building, and of these they now accommodate, gratuitously, nineteen. They have taught seventeen hundred children in their school since the opening of the year, and through the officers' exertions many homeless wanderers have been given permanent asylum and remunerative employment in New York and within the radius of a hundred miles of the city, and all this has been done without gratuity from the city, if we may except the pittance of $2,000 that the Common Council voted the Institution in December last.

The Christmas dinner to the children, although a repetition of scenes that are still green in the memory of thousands of youths who date their happier days from the time when the warm-hearted women of the Ladies' Home Missionary Society plucked them from misery in The Points, was nevertheless as highly entertaining as ever. Mr. SAMUEL H. CROOK, the genial caterer, of No. 80 Chatham-street, sent in his usual Brobdignagian Christmas cake, and after the children, of whom there were four hundred, and all of whom were neatly attired from the Mission wardrobes, had sung their melodious Christmas carols and choruses and listened to brief addresses by the Rev. J. W. MACOMBER and Mr. C. C. LEIGH, the huge cake was demolished and distributed with a host of appropriate presents from the Christmas trees. The little folks were delighted.

The mission is officered thus: Rev. J. N. SHAFFER, No. 61 Park-street, Superintendent. First Directress, Mrs. J. A. WRIGHT; Second Directress, Mrs. J. A. KENNEDY, No. 99 West Twenty-second-street; Third Directress, Mrs. Dr. OLIN; Treasurer, Mrs. W. B. SKIDMORE, No. 36 Clinton-place; Recording Secretary, Miss ELLEN BURLING, No. 238 West Twentieth-street; Corresponding Secretary, Mrs. T. A. LANKFORD, No. 23 St. Mark's-place.

The ladies of the mission publish, at a charge of 25 cents annually or 37 cents to city subscribers, newspapers entitled *A Voice from the Old Brewery*, wherein they report progress from month to month. The TIMES embraces this occasion to clip two paragraphs from the columns of the *Voice* as follows:

> "TO VISITORS.—The hours of tuition in the day schools are from 9 A. M. to 3 P. M., with a short recess. The most favorable hours for visiting are from 9 to 10 in the forenoon and 1 to 3 in the afternoon."
>
> "Communications and donations of money or goods should be addressed to Rev. J. N. SHAFFER, Five Points Mission, No. 61 Park-street, New-York."

The Five Points House of Industry,

MR. S. B. HALLIDAY, SUPERINTENDENT,

At Nos. 155, 157 and 159 Worth-street, was founded two years subsequent to the inauguration of the Five Points Mission movement, and like the Mission, has been maintained by private contributions, the only municipal gift that the institution ever received being a donation of $2,000, which was made last year by the Common Council. The Five Points House of Industry was established by Rev. L. M. PEASE. In 1854 it became an incorporated institution, governed by a Board of Trustees elected annually by the incorporators, and is not sectarian. It is devoted mainly to the preservation of children from suffering and crime. It is a receptacle for all who have nowhere else to go. The orphan, the deserted, the children of parents separated for conviction of crime, the offspring of those totally unable to support their children—all find here a home until they can be properly placed and cared for. They are cleansed, clothed, fed, taught, and given employment as early as practicable, or sent to houses in the country. Assistance is also rendered to adults as far as it can be without encouraging a dependence upon charity, and efforts are made to reform and procure labor for such as are willing to work. Urgent cases of suffering among outdoor poor are temporarily relieved until some other provision can be made for the sufferers. The house has quite uniformly, as inmates, a family of one hundred and fifty to one hundred and seventy-five, and there is lodging accommodation for about two hundred. The whole number registered as having been inmates of the house since its organization is eleven thousand six hundred and twelve, and at least two-thirds of these were children. Seven teachers are employed, at an expense of $2,000 per annum. The average daily attendance now is 325. The whole number of children taught in the schools, from the 1st of October, 1864, to the 28th of September, 1865, was 1,664. There is a large evening school of Italian children, for which the trustees have furnished room, fuel and light, without charge, many years. The managers send away no companies of children to find homes, for they have applications at the institution for all that come under their control. Nearly all the very small children are taken for adoption. The larger ones quite generally are placed in farmers' families. The house is furnishing daily, at this time, nearly 1,000 meals; and during the year ending Sept. 30, 1865, nearly 350,000. About 12,000 loaves of bread are consumed per month, two or three good sized beeves, many bushels of beans, hominy, meal, potatoes turnips, carrots, &c. The weekly bill of fare is: beef, heavy bean and vegetable soups, hominy, Indian, suet pudding, bread, coffee, and occasionally other articles. In the shoe-shop, two men are kept constantly employed in repairing the second-hand shoes sent to the institution, and those which the children have worn until they need repairs. The monthly expenses are about $2,000. Clothing of all descriptions for children and adults, clothing materials, new and old, are of very great service, and bedding is often very much needed for the sick. Shoes, even if much worn, are of value, as they can be repaired in the shop, and are worth more for service, when repaired, than new ones. The House is open to visitors at all times. School hours, from 9 A. M. to 3 P. M.

This institution also publishes a monthly journal, which is entitled *Monthly Record of the Five-Points House of Industry*, a comely sixteen-page pamphlet that details the business of the house from month to month. The reader will be glad to learn that three entire pages of the January number are filled with acknowledgments of contributions received from Nov. 20 to Dec. 16. The largest of these is a gift of $500 from the administrators of the late Z. B. WAKEMAN's estate at Southport, Conn.

The exercises yesterday consisted of singing and recitations by about four hundred children of both sexes, ranging from five to fifteen years of age, short speeches by Rev. Mr. THORN, Rev. Mr. LUDLOW, Mr. HALLIDAY, Mr. SHEPHERD, and others, and the consumption of a choice spread of edibles in the children's play-room. After the banquet, the large school-room was darkened, gas was turned on, and the little fellows shouted with glee on seeing, now for the first time, their hundreds of attractive presents suspended from a great Christmas tree. Not the least interesting part of the entertainment was, as we learn from Assistant Superintendent HIORNS, was the presentation to the institution, by Mr. S. W. KEELER, of a check for $50.

The following-named gentlemen are trustees and incorporators of the House of Industry: Archibald Russell, President, No. 45 Tenth-street; Charles Ely, No. 434 Broome-street; Marshall Lefferts, No. 145 Broadway; Frederick G. Foster, No. 13 East Fifteenth-street; Hugh N. Camp, Treasurer, No. 149 Pearl-street; Radcliffe B. Lockwood, No. 77 John-street; William T. Booth, No. 95 Front-street; D. Lydig Suydam, No. 25 Waverley-place; Theodore B. Bronson, Secretary, No. 99 Ninth-street; Duncan, Sherman & Co., Bankers, Nassau-street.

Howard Mission and Home for Little Wanderers.

REV. W. C. VAN METER, SUPERINTENDENT.

This Institution is situated where it is needed, namely, at No. 37 New Bowery, in the Fourth Ward, the very concentration of poverty, vice and crime—the moral cesspool of the city—there being less than two dwelling-houses in it for each dram-shop, and several blocks of 400 feet square that contain nearly twice as many inhabitants as the whole of Fifth-avenue.

The House is regularly incorporated—is under no particular denominational control—aims to do good to the bodies and souls of all whom it can reach—turns no homeless and neglected child from its door, and never goes in debt. More than 500 children are daily fed at its table, clothed from its wardrobe and taught in its school. Last year the whole number received was 1,548, whose chief hope of sustenance lay either in crime and beggary, or in aid furnished by the benevolent. Those to be placed in homes and those needing only temporary shelter remain day and night until provided for; the others enjoy all the benefits of the Mission except that of sleeping in it. The sick and suffering in the vicinity of the institution, though not represented in the Mission, are aided according to the managers' means with food, clothes, medicine and medical attendance. Another important part of the work is a day-nursery, (as far as the limited room will permit,) for small children, whose mothers prefer to live by their own industry rather than by beggary. All this work has been carried on without asking or receiving an appropriation of a dollar from the school-fund, city or State, it being sustained entirely by those who take pleasure in intrusting to its care their benefactions for the poor. The managers say "one dollar a week will buy the food for a child. Five dollars will pay the expense of sending a child to a good home. Rev. HENRY WARD BEECHER's Sabbath-school gave $1,565 55, and Rev. T. L. CUYLER's Sabbath-school over $700 to begin the year on. Rev. Dr. WESTON's congregation, in Madison-avenue, gave the Home $1,000 last week. WALLACE P. GROOM feeds 25 children ($25 per week) until May, 1866."

The expenses of the institution, last year, were $26,250. The Home also publishes a journal entitled the *Little Wanderer's Friend*, under the editorial supervision of Rev. W. C. VAN METER; its price is 10 cents a number.

The managers have in contemplation the erection of a new and more commodious house, and with this view they are negotiating for a church that is about to be vacated. On this site, if purchased, an edifice of one hundred feet square and six stories in height is to be erected, and room is to be provided for a day nursery and lodgings for working girls, who are now exposed to temptation in the cheap boarding-houses wherein they herd, and for other respectable females that may desire accommodations. The estimated cost of the Mission's new quarters varies from $130,000 to $150,000, and not a brick is to be set until every dollar of the subscriptions has been paid in.

At the dinner and exhibition, yesterday, subscriptions toward the erection of the new Home were received by Mr. VAN METER, amounting to several thousand dollars. Among the subscriptions were the following: WILLIAM PHELPS, $1,000; WALLACE P. GROOM, $1,000; another gentleman, $1,000; Dr. R. P. PERRY, $100; ALEXANDER LYLE, $50; E. W. KEELER, $50. The singing by the children yesterday so wrought upon Mr. WILLIAMS, of Massachusetts, that he contributed $10 for every song, and repeated the gift until the children, wearying of the exercise, it became necessary to take them to the dining-hall and the Christmas gifts. After the repast, Capt. HAYWOOD, of Jersey City, presented three hundred handsomely bound copies of the New Testament to his Bible-class; Mr. JEWETT, on behalf of the pupils of the school and their friends, presented Rev. Mr. VAN METER a serviceable broadcloth suit, a dressing-gown, and a certificate of life membership for Mr. and Mrs. VAN METER, of the American Missionary Union. The exercises closed with pertinent addresses by Messrs. WILLIAMS, of Massachusetts; OLIVER DYER, RALPH WELLS, WILLIAM PHELPS, S. T. HOWARD, Dr. PERRY, and Rev. W. CHIDLAW.

The management of the Home is under the control of Messrs. JOSEPH HOXIE, President, No. 151 Broadway; H. S. TERBELL, Vice-President, No. 65 Worth-street; H. BREWSTER, Secretary, No. 293 Broadway; WM. PHELPS, Treasurer, No. 264 Canal-street; A. BALDWIN, No. 321 Broadway; GEORGE W. ABBE, No. 8 Pine-street; A. D. MATTHEWS, No. 110 Myrtle-avenue, and W. SANFORD, No. 239 Water-street.

New-York State Soldiers' Depot.

UNDER THE CONTROL OF GOVERNOR FENTON.

The Ladies' Relief Association of the New-York State Soldiers' Depot, at Nos. 50 and 52 Howard-street, gave a sumptuous dinner, yesterday, to about two hundred and fifty veteran soldiers. The dining-hall was tastefully ornamented with evergreen wreaths encircling the names of the distinguished Union Generals of the war. Tables were loaded with the delicacies of the season. Wiegand's Band discoursed martial music during the feast, and after a happy address by Rev. Dr. STRONG, the ladies, striving to suit their gifts to the soldiers' preferences, gave them each a paper of smoking tobacco, which the boys accepted with boisterous glee. The ladies of the Relief Association, who have contributed liberally to the soldiers of the depot, from the commencement of the war down to the present time, are Miss Morris, Mrs. George T. M. Davis, Miss C. Hone, Mrs. D. W. Chapman, Mrs. J. H. Keyser, Mrs. James Williamson, Mrs. Dr. Main, Mrs. Vanderheuvel, Miss Vanderheuvel, Mrs. Horace Webster, Mrs. R. H. Manning and Miss Robinson.

The card of Mr. T. L. PREVOST, the acting Superintendent, informs us that the institution is open to soldiers from every State, with meals, lodgings, baths, library, medical attendance and ambulance conveyance, free of charge. Transportation is furnished at government rates (two cents per mile) to any soldier applying to the Superintendent's office. The card adds that Col. JOHN MANLEY, State Agent at the depot, will, free of charge, aid in the collection and settlement of all claims of soldiers against the State or United States. The card furthermore says that as the State and the United States pay all expenses, the employes of the depot are forbidden from receiving any fees. About one hundred soldiers arrive and depart daily; and the average number within the depot on any given day is about 250. These are mainly soldiers who are waiting the settlement of their claims.

Christmas in the City Prison.

Not the least instructive and interesting of all the lessons inculcated by the Christmas season is that which may be learned by a visit to the institution popularly designated as "the Tombs." To follow in the wake of one of the officers of the prison, as he makes his daily round, is a privilege not frequently sought, but not less a privilege, as the student of human nature must inevitably conclude; and it is perhaps worth the needful time and space to write and print the fact, for the edification of the vast majority of our readers, to whom Christmas came with nothing but benefits and benedictions, that to the four hundred inmates of the City Prison the blessed sun rose, and completed his daily circuit, and went down again, without reminding them of the rising of that other Son, the dawning of whose day, this anniversary, is commemorated by the Church; or the other fact, that except in rare cases, where outside friends and outside wealth ministered for their relief, the entire population of that caravansara bowed to the yoke of prison discipline and regaled their stomachs only with prison fare, in the dispensation of which no Christmas, nor Thanksgiving, nor other traditional dietetic occasion is ever known.

Far be it from our purpose to intimate that under the humane supervision of the present Warden, and other officers, life inside the walls of the institution is not made as tolerable as such life can be; on the contrary, there is every evidence that those unfortunate persons whom they guard and keep are cared for as kindly and thoughtfully as they well can be, consistently with adequate discipline; but restraint is always painful, and those who have visited correctional institutions of whatever class, will agree in their description of the wistful and almost prayerful expression in the features of all who have become thoroughly sobered by long incarceration.

The Christmas dinner of the inmates of the City Prison was bread and coffee, the former baked in another public institution, (Blackwell's Island,) and the latter boiled in the Tombs kitchen, no milk, and sweetened with molasses. Monday not being a "meat day," the foregoing was the appointed bill of fare and the usage was not departed from. The bread is good, so is the molasses; so also the coffee; but, for a Christmas dinner—well, it may do for criminals, as it would take a man a long time to starve to death on that diet; but we put in a plea for next year that a special appropriation be made for the benefit of all concerned.

One comes away from the Tombs, after a half hour's visit, with something inexpressibly sobering in his mind. There is CLAUSS, whose attack upon a man last week with a sword-cane will probably prove to have been the means either of hanging him or shutting him up for life—a young, fine looking, well educated man, who was to have been married last Sunday; there is BERNARD FRIERY, not less young, and probably not less calculating on long life and happiness in his way; there is ROGER LAMB, the venerable murderer of his own wife, and WAGNER, the more youthful but not less atrocious criminal of a similar grade; there too is MARY VALENTINE, the venerable woman of the town, who at sixty-four years of age looks back upon twenty years of her time spent in correctional institutions, serving out sentences for almost every misdemeanor; there too are KETCHUM, and JENKINS, and ORAM, and BARTLETT, and COLEMAN, and all the rest of the four hundred—all of whom we saw caged up;—how can such a lesson be received but with a shock? It is one thing to read the record of crime in the daily press, but quite another thing to be brought face to face with the criminals themselves, and hear the sound of their voices.

At the Tombs, then, life on Christmas Day was identical with life there on every other day. The prison is kept clean and warm; moreover it is kept very securely, and how any convict can expect to escape surreptitiously after once passing its portals must be a mystery to all sane men. Food is supplied abundantly, and of a quality beyond reproach, though not in such variety as those who board at Delmonico's or the Fifth-avenue Hotel would be likely to deem sufficient. Of the parties held in custody on Christmas Day for trial at the next term of the appropriate court, there were 10 cases of murder, (and five more under sentence but awaiting a further decision,) 1 of arson, 18 of burglary, 5 of robbery, 1 of perjury, 6 of forgery, 68 of grand larceny, 3 of embezzlement, 2 of false pretences, 8 of felonious assault, 1 of receiving stolen goods, and 5 of felony. Total, 128.

The present Warden is Capt. JAMES E. COULTER, and he was appointed in August last. We find him to be a man fully adapted to the place he fills. Strong, physically, afraid of nothing, and withal genial and kindly, and one who easily gains the confidence of the unhappy persons, under his custody, and who loses no opportunity of ameliorating their condition so far as it may be in his power. Mr. JAMES FINLEY, clerk of the prison has long and faithfully served in that relation; likewise, last, not least, Miss FLORA FOSTER, the matron of the institution; both persons last mentioned having been known in their respective positions nearly or quite twenty years.

Life in custody is not without its mitigations; but it will probably not speedily become popular; and yet, turn out the prison dog, and the prison cat, and the birds that sing in the various offices or areas, to go at large, and they would soon be glad to get back to jail again. Place the geraniums and verbenas which flourish inside the windows of that establishment upon the outside of the same windows, and see next morning what the effect will be. In concluding, we hope to be allowed the expression of our hope that our readers all will have, and continue in the enjoyment, if they desire the same, of the companionship of the most sensible of men and the most elegant of women; and that they may possess the most sagacious of dogs and cats, and the most fragrant of flowers, henceforth, and until the close of their several mortal careers; and that they may never be compelled to seek these alleviations of their human life within the walls of a city prison.

Festivities in Brooklyn.

The bright, genial weather yesterday had the effect of thronging the streets with pedestrians; and although there was no snow for sleighing or ice for skating, all appeared to enjoy themselves in one way or another. Services were held in most of the churches in the morning, many being finely ornamented with evergreens. Sabbath and Mission-school celebrations were held in every part of the city, and the children were treated to all the good things of the season, to their great satisfaction. The newsboys had a fine time. They assembled to the number of 192 at the rooms of the Young Men's Christian Association, corner of Fulton-avenue and Gallatin-place, where they were addressed by Messrs. MCKENZIE, EDSALL, COOPER, of the *Union*, and others, after which a procession was formed, and the juveniles were marched to Montague Hall, where they were treated to an excellent dinner, which they enjoyed very much. The seventeenth Missionary Festival of the Sands-street Methodist Episcopal Church Sunday-school was held in the morning. The exercises in the church consisted of a hymn by the children, "Praise the Lord;" prayer by Bishop JAMES, and hymn by the infants, beautifully sung, "They are Coming, Blessed Saviour." Contributions were then handed in by the different juvenile missionary societies in aid of the cause, by which the sum of $2,110 was realized. Mr. JOHN T. MARTIN contributed, in addition, $1,000. A collection was subsequently taken up for the same object. The next proceeding was the presentation of Bibles to some twenty young men who had served their country in the war, all of whom had been members of the Sunday-school. They were addressed by Rev. M. FLETCHER, Pastor of the church. A hymn entitled "Peace" was sung with good effect, Mrs. FOWLE taking the solo part and the children joining in chorus. After these exercises, the children and teachers repaired to the school-room, where each was provided with presents of confectionery, &c., much to their gratification.

Among the festivities of the day was one at the extensive tobacco warehouse of Mr. HULL, in Hicks-street, where everything that could tend to the enjoyment of the numerous employes of the establishment was provided by the proprietor. Ample tables were spread with delicacies as well as luxuries, and lager beer flowed in abundance. The slippery exercise of climbing a greased pole was indulged in, to the great amusement of all, running races in sacks, for prizes, &c., after which the floor was cleared for dancing, which was kept up for some hours. Several dozens each of live turkeys, geese, ducks and chickens were distributed among those who excelled in the sack races, and other exercises arranged for the occasion. It was altogether an interesting affair to the employes—some 500, male and female—and highly creditable to the liberality of the proprietor.

Christmas in Williamsburgh.

The day in the Eastern District was generally observed by all classes of people. No business of any kind was transacted. Considerable disappointment was experienced by the skaters, in consequence of the ball being down, but they managed to overcome their disappointment by entering into other sports and pastimes.

The Catholic and Episcopal churches attracted large crowds throughout the day, and the decorations, music and exercises in all of them surpassed in beauty and power, if possible, all previous occasions of the kind.

At the Church of Sts. Peter and Paul, (Roman Catholic,) in Second-street, two grand services were held. At six o'clock in the morning a solemn High Mass was celebrated, and at 10:30 a Grand Mass. On each occasion Rev. Dr. MALONE officiated, assisted by a deacon and sub-deacon. After the celebration of the latter mass, Dr. MALONE ascended the pulpit and delivered a sermon of surpassing eloquence and power, taking as his text: "Fear not, for behold I bring you good tidings of great joy, that shall be to all the people; for this day is born to you a Saviour, who is Christ the Lord, in the City of David." The mass (which was Lambelott's Pastoral) was sung by a double choir. The church decorations were superb. The grand altar was festooned with natural and artificial flowers and was lit up with about three hundred candles. The crib of Bethlehem was placed in the Sunday-school room and visited by thousands. During the day it is estimated that 5,000 persons, Protestant as well as Catholic, visited this church, and the discourse of Dr. MALONE, which principally related to the progress of Christianity in the United States, will not soon be forgotten by those who heard it.

The Church of the Holy Trinity, (German,) in Montrose-avenue, was densely crowded from break of day until late in the afternoon, and thousands thronged the avenue who were unable to gain admission. Rev. Dr. MAI officiated at two services. This church is probably the largest in the district, but could not accommodate half those who sought admission to it.

At St. Paul's Episcopal Free Church, corner of Marcy-avenue and Penn-street, services were held as prescribed for the day. On Wednesday evening next, the Sunday-school connected with the church will hold a Christmas festival in the school-room.

SECULAR DEMONSTRATIONS.

Turner Hall, Nos. 63 and 65 Meserole-street, was crowded throughout the afternoon and evening with votaries of the drama. This building, which has been used for some time past as a German theatre, is capable of seating one thousand persons, and the seats were all occupied throughout the performances yesterday. The pieces rendered comprised "Ein Stundchen in der Schule," and "The Suntag Hunter," in the afternoon. In the evening "Das pest der Handwerker," (the feast of the Workingmen,) and "Der Liebestrank," (the Love Drink,) were played before an enthusiastic audience.

Amusements.

MISS RUSHTON'S NEW-YORK THEATRE.—This pleasant little establishment opened for the season on Saturday evening. The house was so densely crowded that much personal discomfort prevailed—the rightful owners of seats being deprived of them by hardy invaders, who barely held the policemen in terror. An opening night, however, is not the time to complain. We proceed with our duty. Late in the evening a band of thirteen Union Protective men packed themselves in the tight little box provided for the orchestra. The poor fellows have not been heard for many weeks. They were evidently longing for work, and when they commenced it seemed as if it were impossible to stop them. After a few overtures, polkas, waltzes, &c., they were happily suppressed, and a little before 9 o'clock the performances commenced.

The inaugural ceremonies of the occasion were the national anthem, sung with rather depressing monotony by a fair number of the company, and a speech by Miss RUSHTON. The latter was a poetic effusion of whose merits we are unable to speak. Miss RUSHTON's study of the lines was very imperfect. After clinging desperately to a few cogent rhymes the lady abandoned the effort and fell back on the ordinary language of the stage. She said that to her dying day she would remember the happiness of this occasion, and so forth; ending with the customary reference to the stars of the sky and the flag. The stenciled constellation of the roof contributed, of course, to the brilliancy and point of the latter allusion.

The theatre is a neat and bright little establishment. It will accommodate about one thousand persons, affording to every one a fair range of vision. Such a theatre can easily win its way to popularity, but not, we think, by attempting works like the "School for Scandal." We have certainly never witnessed this witty, but coarse and artificial production, to such eminent disadvantage. Miss RUSHTON herself, of whom we expect much, does not shine favorably on so small a stage and in so large a part. Her dresses are painfully conspicuous, distinguishing the wearer from every other creature of the period. This is well enough in a star, but bad in an actress. Her voice and manners are pronounced and demonstrative—not *loud*, perhaps, but demonstrative in the manner of the schools; that is to say, unreal and affected. The performance, indeed, was not of a character to invite analysis. Nor was the *Sir Peter Teazle* of Mr. C. M. WALCOT in any way better, although the charming vitality of the lady contrasted amazingly with the inanity of the gentleman. Mr. WALCOT's voice is feeble to the last degree, and no longer possesses the merit of distinctness. He can seldom be heard, and when heard, still less often be understood. His idea of the character of *Sir Peter* was simply ridiculous. Mr. T. PLACIDE was good as *Crabtree*, and Messrs. MORTIMER and WALLER were also respectable, where, in a better distribution, they might have been admirable. Altogether, the comedy was a farce, and for the present, at least, we would advise Miss RUSHTON to eschew such temptations. In a quiet two and three act way, there is much to be done. Her stage is small (it is the old thing from Niblo's Saloon) but well proportioned. Properly furnished, it will present an ample area for dramatic action, but it is the last place in the world for a mob of SHERIDAN's period. If every lady had dressed with the gay exuberance of Miss RUSHTON, there would have been a difficulty, if not an impossibility, in the way of accommodating them.

ACADEMY OF MUSIC.—There will be a grand and interesting concert here, to-night, at which the following artists will assist: Mme. Clara M. Brinkerhoff, Mrs. J. H. Barclay, Mr. George Simpson, Signor Fosati, Mr. J. N. Pattison, &c.

FROM WASHINGTON.

Special Dispatches to the New-York Times.

GEN. THOMAS KILBY SMITH, OF OHIO.

WASHINGTON, Monday, Dec. 25.

We learn that the President has, with and by the recommendation of the Secretary of War, appointed the above distinguished officer to be a Major-General, by brevet, for meritorious and gallant services during the war, in the United States Army, with rank to date from March, 1865.

CHRISTMAS IN WASHINGTON.

Christmas has been observed here with all the social fervor that the abominable state of the weather would admit of. About as much powder has been burnt here by Young America as would do for an ordinary Fourth of July. The streets are in a horrid state. Cold and a dense fog envelopes the town to-night, while a heavy sky threatens more rain.

Christmas is all by the fireside, and not at all in the street.

MARINE DISASTERS.

Wreck of a Schooner on the South Side of Nantucket—Total Loss of the Crew—Only One Body Recovered.

BOSTON, Monday, Dec. 25.

The schooner *Haines*, Capt. EFFRUP, from Hayti, of and for Boston, with a cargo of logwood, &c., went ashore during the gale of Friday night on the south side of Nantucket, and all hands perished. Her crew consisted of seven men. One body was found on the beach. The vessel's boat was found upset half a mile from the wreck. The crew probably endeavored to save themselves in it, but were capsized before reaching land. The vessel and cargo were owned by A. S. & W. G. LEWIS.

Schooner Sunk off Sandy Hook.

SANDY HOOK, Monday, Dec. 25—8 A. M.

A large fore-and-aft schooner is sunk off the Hook on the outside. Her masts are about half way out of water. She had probably been run down by some vessel.

The Liverpool Steamer Bosphorus Ashore Near Fort Lafayette.

FORT HAMILTON, Monday, Dec. 25—9:30 A. M.

The steamer *Bosphorus*, from Liverpool, came ashore at Fort Lafayette about an hour ago.

Bombay Ship Aground in Boston Harbor.

BOSTON, Monday, Dec. 25.

The ship *Hilton*, for Bombay, at anchor in the harbor, is aground on the flats, keeled over and may be badly strained.

FROM FORTRESS MONROE.

Part of the Merrimac Raised—Military Matters.

FORT MONROE, Saturday, Dec. 23.

The main portion of the old frigate *Merrimac*, with her propeller, weighing ten tons, and thirty tons of composition, has been raised by D. A. UNDERDOWN & Co., and taken to Portsmouth Navy-yard.

Brig.-Gen. HARDENBERG, formerly Colonel of the Seventieth New-York, is commanding the District of Norfolk during the absence of Gen. TORBERT. Capt. HAYSRADT, Twentieth New-York, has been appointed Provost-Marshal at Norfolk.

The Eleventh Connecticut left for home last night via Baltimore on the steamer *Thomas A. Morgan*.

The pilot boat *Invincible*, from Cape Henry, reports the following vessels passed out yesterday from Baltimore: Ship *Premier*, San Francisco; bark *Clifton*, Rio Janeiro; ship *Marco Polo*, Bremen; ship *Minerva*, Rotterdam; *Ada*, Cork; brig *Tangiers*, for Charleston.

Arrived, new ship *Washington*, from Callao, with guano, waiting orders.

Terrible Case of Suffocation in Chicago—Death of Five or Six Persons.

CHICAGO, Monday, Dec. 25.

A terrible case of suffocation from gas occurred at the Bremen Hotel, No. 137 Lake-street, Saturday night, resulting in the death of five men, and perhaps six. The victims all slept in the same room, and it is supposed that after retiring, the cap of the gas-pipe, which was merely stuck on with wax, fell off, allowing the gas, under full pressure, to enter the room. Five of the men were found dead yesterday morning. Another was still alive last night, but insensible.

Negro Insurrection.

The Savannah *Republican* says of the prevalent rumors of threatened risings among the negroes: We unhesitatingly pronounce all such rumors false, sheer political clap-trap, circulated and commented upon for party purposes. For the benefit of our Northern friends—to save them the trouble of painting such horrible pen-pictures of our situation—and spare them from the profitless task of endeavoring to saddle on each others shoulders the responsibility of a crime which never can have other record than that they have been pleased to give it in their own imaginations, we can say in justice to the freedmen that they have conducted themselves with as much propriety as could be expected from them under the circumstances—and that so far as our observation has gone they evince a growing disposition to obey the laws, and leave the settlement of their future status to the decision of that government which has vouchsafed to them the inestimable boon of freedom. We do not deny that they have been guilty of petty offences, and, in some cases, of outrages demanding the swift punishment of the law, but in a majority of the instances brought to our attention they have been clearly traceable to the want of a proper understanding of the rights of property, and a general ignorance on many subjects which are yet new to them. They may have entertained the idea that through the adoption of some kind of agrarian policy they were to be placed in possession of certain lands, but even this was to be effected by the authority of the government, and was long since exploded. We are provoked into making these remarks by what we considered a deliberate intention to calumniate this class of our citizens—to rob them of the credit which every honorable man must add as is justly due them; to multiply the obstacles with which they must contend in their transition from darkness into light, and this too to gratify a detestable ambition which leads men to seek to build up their own aggrandizement on the degredation of others.

GENERAL CITY NEWS.

ARREST OF RIVER THIEVES.—At 2 o'clock yesterday morning, while Sergt. MCCONNELL and Officers KELLY and JEFFREY, of the Harbor Police, were cruising in a small boat in the East River, they found two men, named EDWARD MARTIN and CHAS. CLARK, in a yawl. The men endeavored to get away, but the better speed of the police boat prevented such an event. On searching the yawl the police found 780 pounds of wool, in bags, which had evidently been stolen, as the bags were all marked "BRADFORD & BRADLEY, Providence, R. I." The strange boatmen offered to give up the boat and its contents to the officers, if they would permit them to escape. Both MARTIN and CLARK were, however, taken into custody, and will be brought up for examination this morning. Both the prisoners are natives of Ireland.

RECKLESS DRIVING.—Yesterday afternoon, about 3 o'clock, a man named JOHN OATES, residing at No. 9 Albany-street, while crossing Broadway at the corner of Franklin-street, was knocked down and considerably bruised by a buggy driven at a rapid pace by HENRY C. SHAW, and at the same time another buggy driven by MICHAEL DUFFY, rode over Mr. OATES, giving him an additional roll in the mud, but not inflicting any very serious injuries. Both drivers of the vehicles were arrested by Roundsmen DELAMATER, of the Broadway Squad, and locked up for examination this morning.

A LIVELY CROWD.—Two Irishmen, named respectively PATRICK HENVY and JAMES FARRELL, were arrested yesterday morning by Officer ROWAN, of the Eighteenth Precinct, on a charge of having committed a felonious assault upon PETER TIDABACK, a German, residing at No. 85 East Houston-street. It appears that about one o'clock yesterday morning Mr. TIDABACK was passing through Second-avenue, and on the corner of Thirty-fourth-street the prisoners assaulted him, HENVY stabbing him in the back with a large oyster-knife, inflicting a serious and dangerous wound, the blade entering under the left shoulder. On being brought before Justice DODGE, of the Jefferson Market Police Court, both prisoners were committed for trial, in default of $1,500 bail each. A supplementary complaint and affidavit were also filed against the prisoners by MATTHIAS BUSH, who resides at No. 675 Second-avenue, for beating him most unmercifully on the head with tumblers. This last complaint caused both the accused to be held in an additional sum of $500. FARRELL is twenty-three years of age, lives at No. 173 East Twenty-second-street, and is a blacksmith by trade. HENVY is a tool-sharpener, lives at No. 561 Second-avenue, and is twenty-one years of age.

DANGEROUS PRACTICE.—Between 1 and 2 o'clock yesterday afternoon, three boys, named FLORENCE EUSTACE, GEO. C. RANDOLPH and WM. MOUNTAIN, while practicing with a pistol at a target placed against the fence in rear of No. 118 East Fourteenth-street, they did not observe a very accurate aim, and one of the bullets passed through the boards, ultimately taking effect in the head of JOHN LEWIS BURKE, living at No. 109 Third-avenue, who chanced to be in his yard at the time. A physician was called in and the wound dressed, proving to be a severe though not fatal injury.

ROBBERY IN A YARD.—On Saturday night the yard of the premises No. 98 Henry-street, occupied by Mr. W. HOBSON, an attaché of the TIMES Office, was entered by thieves, and a quantity of underclothing hanging on the lines carried off. The patrolman on duty in the neighborhood saw the thieves go through the side entry, and watching their movements, caught one of the men, who had the property in his possession. On being arraigned before Justice MANSFIELD, in the Essex Market Police Court, the fellow was committed for trial in default of bail.

REV. MR. MILBURN.—The services in St. Stephen's Church, Broome-street, were conducted throughout on Sunday by Rev. WILLIAM H. MILBURN, the well-known blind preacher and public speaker. We understood this to be Mr. MILBURN's first appearance in the public service of the Protestant Episcopal Church, (he having recently renounced Methodism,) and it is worthy of note that he performed the entire duties of the occasion without break or faltering.

RUN OVER BY A DUMMY ENGINE.—About two o'clock yesterday afternoon a young boy, about fourteen years of age, named JOHN DALY, was run over by dummy-engine No. 6, of the Second-avenue line, at the corner of One Hundred and Twenty-second-street, and severely injured. He was conveyed to St. Luke's Hospital by Officer BROWN, of the Twenty-third Precinct.

BROOKLYN NEWS.

THE SHOOTING OF FRANCIS SMITH.—Mr. FRANCIS SMITH, the merchant who was shot at his residence, No. 246 South First-street, E. D., at 4 o'clock on Sunday morning last by a burglar, was in a comfortable though low condition last night. No positive clue to the midnight assassin had been obtained up to last evening, but movements are on foot which cannot fail to unearth him pretty soon. Mrs. SMITH states that when she first saw the wretch in the bedroom, which was partially lighted, he was crouching nigh the bed, with his evil eyes glaring upon her, and when she gave the alarm that awoke her husband, he sprang like a tiger to his feet and fell upon the alarmed and unarmed little family, as previously reported.

FEARFULLY INJURED.—A woman named ELIZABETH DONNELLY, 60 years of age, visited the apartments of a man named PATRICK ARMSTRONG, in North Seventh-street, near Seventh, E. D., about 9 o'clock on Sunday night. While there, a disagreement arose between the two, when ARMSTRONG, as alleged, struck with his fists and kicked with his feet the head and face of Mrs. DONNELLY, and afterward threw her over a banister, causing her to fall from the fourth to the first story. In consequence of the fall and previous ill-usage of Mrs. DONNELLY, the police of the Forty-fifth Precinct sent her to the hospital. ARMSTRONG is locked up.

A PICKPOCKET CAUGHT IN THE ACT.—About 5:30 o'clock on Sunday morning, Officer SCOTT, of the Forty-fifth Precinct, caught a young man named JOHN CUSICK in the act of picking the pocket of a gentleman named GEORGE BELDEN, in the waiting-room of the Grand-street Ferry, of a silver watch valued at $50. Justice DALY yesterday committed CUSICK to await examination.

Movements of Ocean Steamers.

FROM AMERICA.

Java	Dec. 27	New-York	Liverpool.
Britannia	Dec. 30	New-York	Glasgow.
Cuba	Jan. 3	Boston	Liverpool
Europa	Jan. 8	New-York	Havre.

FROM EUROPE.

Australasian	Dec. 16	Liverpool	New-York.
Canada	Dec. 23	Liverpool	Boston.
Helvetia	Dec. 20	Liverpool	New-York.
Scotia	Dec. 30	Liverpool	New-York.

Departure of Domestic Mails.

East Mails close at	5 A. M., 1:30, 2:20 and 6 P. M.
Western and Southwestern Mails	5 A. M. and 4:15 P. M.
Long Island	5 A. M. and 2:30 P. M.
Newport and Fall River	5 P. M.
New-York Central Railroad	3 P. M.
North Mails	5 A. M. and 3:45 P. M.
North Mail, Way	5 A. M. and 2 P. M.
South Mail at	5 A. M., 1:30, 5:30 and 10:30 P. M.

If Ever the Angel of the Flowers made the air of Winter fragrant with her breath, she is doing so now. In every dressing-room and boudoir, in every ball-room and theatre, wherever ladies and gentlemen are assembled for recreation or social converse, PHALON'S NIGHT-BLOOMING CEREUS perfumes the atmosphere. It is as indispensable to fashionable hospitality as music itself.

Bradbury's Pianos "the Best."—Pronounced "the Best" by the most renowned artists. "Superior in tone, touch, power, Durability and elegance of finish." Warerooms Nos. 427 and 425 Broome-st., corner of Crosby. Call or send for circular. WM. B. BRADBURY.

Hall's Vegetable Sicilian Hair Renewer is the best article known to preserve the hair. *It will positively restore gray hair to its original color.* It keeps the hair from falling out. It is the best dressing in the world, making lifeless, stiff, brashy hair healthy, soft and glossy. Price $1. For sale by all druggists.

A Valuable Present—Semmons' BRAZILIAN PEBBLE SPECTACLES, EYE-GLASSES. BRILLIANT AND POWERFUL OPERA GLASSES. SEMMONS, No. 669½ Broadway, under Lafarge House.

Marshall's Uterine Catholicon. Infallible in all cases of female weakness, whatever the symptoms may be. Price $1 50 per bottle. LOOK FOR THE SEAL OF THE GRAEFENBERG COMPANY. Sold at No 139 William-st., (near Fulton,) and by dealers everywhere.

Won't Use Any Other. WEBSTER'S VEGETABLE HAIR INVIGORATOR is the greatest blessing to those whose hair has turned gray from any cause ever yet discovered. DEMAS BARNES & CO., New-York, General Agents.

Holiday Hats. IN VARIETY OF STYLE AND TEXTURE. JUST ISSUED BY BURKE, No. 469 Broadway, Adjoining Lord & Taylor's, and No. 154 Fulton-st.

A Card. BOY'S CLOTHING enough to supply the whole city to sell very cheap. I. V. BROKAW, No. 62 Lafayette-pl. and No. 34 4th-av., opposite Cooper Institute.

The Egyptian order of architecture is more solid than graceful, but there was grace and beauty in the land of the Pharaohs, while in the adornment of their persons the Egyptian ladies outshone the houris of the East, who had nothing to compare with the extract of EGYPTIAN LOTUS for a ravishing perfume.

Peat Machine.—The NATIONAL PEAT MACHINE is universally admitted to be the best machine in America for compressing Peat. A. REQUA, Agent, No. 130 Broadway, New-York.

Ivory and Pearl Gilt Letter and Plain Sleeve Buttons, Jewelry, Combs, Belt Buckles, Tooth Brushes, &c., &c., latest French styles. Finest assortment in this city, wholesale and retail. WM. M. WELLING, No. 571 Broadway, (up stairs,) Opposite Metropolitan Hotel.

Second-Hand Safes in large numbers, of our own and others' make, taken in exchange for our new patent ALUM AND DRY PLASTER SAFES. For sale low. MARVIN & CO., 265 B'dway, and 721 Chestnut-st., Phila.

Diseases and Abuses which prematurely prostrate the vital powers, with sure means of relief. Sent free of charge in sealed letter envelopes. Address Dr. J. SKILLIN HOUGHTON, Howard Association, Philadelphia, Pa.

A Beautiful and Useful Holiday Gift.—A Grover & Baker Family Sewing Machine will lighten domestic labor, promote health and happiness, and be a source of perpetual pleasure and profit. Salesrooms No. 495 Broadway.

Holiday Presents of Affection and Charity—Wheeler & Wilson's Lock Stitch Sewing-Machine and Button-hole Machine, No. 625 Broadway.

Dame's Pulmo-Bronchial Troches for Coughs, Colds, Catarrh, Bronchitis, Asthma, Hoarseness, &c. BARNES & CO., No. [illegible], or C. FOX, No. 81 Barclay-st.

Trusses, Abdomen Supporters, Shoulder Braces, Silk Elastic Stockings, Knee Caps and Anklets, Crutches and Suspensory Bandages. A lady attendant. MARSH BROS., No. [illegible] Broadway.

Trusses, &c.—MARSH & CO.'S Radical Cure Truss Office, only at No. 2 Vesey-st. Also supporters, bandages, silk, elastic stockings, &c. A lady attendant.

The Florence Sewing Machine, with reversible feed and uniform tension, making four different stitches. NO. 505 BROADWAY.

Grover & Baker's Highest Premium Elastic Stitch Sewing Machines for family use, No. 495 Broadway.

A Silent Sewing Machine—Making the celebrated "Willcox & Gibbs Stitch"—strong, elastic and durable. WILLCOX & GIBBS, No. 508 Broadway.

Howe Sewing Machine Company.—ELIAS HOWE, Jr., President, 629 Broadway. Agents wanted.

The Universal Clothes Wringer, with cogs. The best in use. R. C. BROWNING, 347 Broadway.

Brown's VERMIFUGE COMFITS, OR, WORM LOZENGES.

Much sickness undoubtedly with children and adults, attributed to other causes, is occasioned by worms. The "VERMIFUGE COMFITS," although effectual in destroying worms, can do no possible injury to the most delicate child. This valuable combination has been successfully used by physicians, and found to be safe and sure in eradicating worms, so hurtful to children.

Children having worms require immediate attention, as neglect of the trouble often causes prolonged sickness.

Symptoms of worms in children are often overlooked. Worms in the stomach and bowels cause irritation, which can be removed only by the use of a sure remedy. The combination of ingredients used in making BROWN'S "VERMIFUGE COMFITS," is such as to give the best possible effect with safety.

Sold by Druggists, Chemists and dealers in Medicines, at Twenty-five Cents a Box.

Brown's Bronchial Troches.—From the Medical Director of the General Hospital, Benton Barracks, near St. Louis, March 8, 1862:

"Messrs. John I. Brown & Son, Boston, Mass: Use of your far-famed and most serviceable 'Troches' is being made in the hospital of which I have charge, and with very beneficial and decided results in allaying bronchial irritation." For coughs and colds the Troches give prompt relief.

Brilliancy of Complexion is desirable in a lady; and for the preservation of it BURNETT'S KALLISTON is guaranteed to be a most powerful auxiliary. Inflammation from sunburn and the dryness caused by the wind and air is remedied by its application. It softens the skin, and is admirably adapted for gentlemen's use after shaving. For sale by all druggists.

Atlantic White Lead and Linseed Oil Co. Manufacturers of Pure White Lead, Red Lead, Litharge, Glass-Makers' Red Lead, &c. Also, Linseed Oil, Raw, Boiled and Refined. For sale by druggists and dealers generally, and by ROBERT COLGATE & CO., General Agents, No. 287 Pearl-st., New-York.

The Complete Mastery which Dalley's MAGICAL PAIN EXTRACTOR possesses over inflammation is the secret of its wonderful success over Burns and Scalds, Piles, Rheumatism, &c. For sale everywhere.

Holiday Presents.—BALL, BLACK & CO., Nos. 565 and 567 Broadway, are now receiving a very choice collection of watches, clocks, jewelry, bronzes, paintings, fancy goods, &c., suitable for presents, purchased in England, France and Germany, by Mr. Ball, during the past three months, expressly for this Holiday season. Those wishing to purchase, either for presents or to furnish their residences, will find the largest stock and most extensive variety ever exhibited in this country.

Holiday Presents. ELEGANT AND USEFUL GIFTS.—Boots, Shoes, Gaiters, SLIPPERS, SLIPPERS, SLIPPERS, SLIPPERS, &c., for ladies, gents, youths, misses and children, at BROOKS' New-York Boot and Shoe Emporium, No. 575 Broadway. E. A. BROOKS, Agent.

Great Excitement. Go and see the elegant assortment of Holiday Gifts at Brooks' shoe-store. Toilet slippers in every variety as well as all sorts of boots, shoes, gaiters, &c. Slippers for ladies, gents and children at No. 575 Broadway. E. A. BROOKS, Agent.

Hull's Demulcent Soap. For chapped or tender hands and nursery, use J. C. HULL'S soap, No. 32 Park-row, N. Y. Sold everywhere.

Your Last Chance. GIFTS FOR THE HOLIDAYS. LADIES' AND GENTLEMEN'S GOLD AND SILVER WATCHES. The subscribers are offering their large stock of American and Swiss Watches AT RETAIL, this week only, AT WHOLESALE PRICES. QUINCHE & KRUGLER, Importers, No. 8 John-st., up stairs.

Batchelor's Hair Dye. The best in the world, the only reliable, and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

Piles.—Dr. Witmer's Pile Medicine is a certain cure; highly respectable reference given. Agent for New-York No. 184 Bowery.

Improved Lock-Stitch Machines for Tailors and Manufacturers. GROVER & BAKER SEWING-MACHINE COMPANY, No. 495 Broadway.

Sewing Machines for Sale and to Rent. V. W. WICKES, No. 486 Broadway.

MARRIED.

SPENCER—KNAPP.—On Monday, Dec. 25, by Rev. Chas. Everest, Mr. G. C. SPENCER to Miss FANNIE KNAPP, both of this city. No cards.

DIED.

ARMSTRONG.—The funeral of the late JAMES ARMSTRONG, of Orange County, who departed this life on Saturday, Dec. 23, will take place from the residence of his son-in-law, Rev. A. McClelland, No. 35 Tillary-st., Brooklyn, on Tuesday morning, the 26th inst., at 11 A. M. The friends of the family are requested to attend without further notice.

BENSON.—Suddenly, on Sunday, Dec. 24, CHARLES S. BENSON, in the 54th year of his age.

The relatives and friends of the family are invited to attend the funeral, on Tuesday afternoon, at 1 o'clock, from his late residence, No. 45 West 24th-st.

☞ Stonington, Conn., and San Francisco papers please copy.

BUNKE.—In Jersey City, on Sunday, Dec. 24, of consumption, CHARLES BUNKE, aged 45 years.

The friends of the family are respectfully invited to attend his funeral from his late residence, No. 57 Essex-st., this Tuesday, at 3 o'clock P. M.

CROWLEY.—In Brooklyn, on Monday evening, Dec. 25, MARY HADWIN, daughter of David and Sarah M Crowley, aged 10 months.

Notice of the funeral hereafter.

COGGESHALL.—On First Day, 24th inst., CHARLES T., son of Giles H. and Marianna Coggeshall, in the 26th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from Friends' Meeting-house, on Schermerhorn-st., Brooklyn, on Third Day, 26th inst., at 2½ o'clock, without further notice.

FLETCHER.—In Brooklyn, on Sunday, Dec. 24, OLIVE JANE, wife of H. R. Fletcher.

The relatives and friends are respectfully invited to attend the funeral, on Tuesday, 26th inst., at 2 o'clock, at her late residence, corner of 4th-av. and 17th-st.

FOWLER.—On Monday morning, Dec. 25, after a short illness, WALLAS R. FOWLER, eldest son of Theodore and Phebe Fowler, aged 2 years, 2 weeks and 6 days.

The relatives and friends of the family are respectfully invited to attend the funeral from his late residence at Fairmount, Westchester County, on Wednesday morning, at 10½ o'clock.

GOULD.—On Sunday, Dec. 24, at Chatham, N. J., FRANK JARMAN, infant son of John and Elizabeth J. Gould, aged 8 months.

JACOBUS.—Suddenly, on Friday, Dec. 22, HANNAH ELIZA, daughter of Mary C. and the late Cornelius C. Jacobus.

The relatives and friends of the family; also those of her brother, Lyman A. Jacobus, are respectfully invited to attend the funeral, this (Tuesday) afternoon, at 2 o'clock, from her late residence, No. 111 Orchard-st., Newark, N. J.

JOY.—On Sabbath evening, Dec. 24, ANNA M., wife of Joseph F. Joy.

Funeral services on Wednesday morning, 27th inst., at 9½ o'clock, from her late residence, No. 313 2d-av.

LAING.—On Monday morning, Dec. 25, GEORGE W. A. LAING, aged 24 years and 10 months.

The relatives and friends, also the active and honorary members of the late Manhattan Engine Co. No. 8, are respectfully invited to attend the funeral, on Wednesday, Dec. 27, at 1 o'clock, at the Alison M. E. Church, Norfolk-st., between Broome and Grand sts.

LANDON.—On Monday morning, Dec. 25, EMMA LANDON, relict of G. J. Landon, in the 61st year of her age.

Her relatives and friends and those of the family are respectfully invited to attend the funeral from her late residence, No. 408 Pacific-st., corner Nevins-st., Brooklyn, on Thursday afternoon, Dec. 28, at 2 o'clock.

LUFF.—On Friday, Dec. 22, Mrs. ELIZABETH LUFF, widow of Martin Luff, deceased, aged 71 years.

The relatives and friends of the family are invited to attend her funeral, on Tuesday, 26th inst., at St. Stephen's Church, corner of Broome and Chrystie sts., at 2 o'clock.

MARIE.—On Sunday morning, Dec. 24, in this city, RACHEL Y., wife of Camille Marie, and daughter of the late John Steward.

The relatives and friends of the families are invited to attend her funeral, at the residence of her brother, D. Jackson Steward, No. 150 5th-av., on Wednesday morning, the 27th inst., at 10 o'clock.

MOORE.—On Friday, Dec. 22, after a brief illness, RICHARD GOLDEN, youngest son of G. J. and C. M. Moore.

The relatives and friends of the family are respectfully invited to attend his funeral, from St. Bartholomew's Church, Lafayette-place, on Tuesday, the 26th inst., at 1 o'clock P. M.

☞ New-Orleans and Washington, D. C., papers please copy.

REID.—On Sunday, Dec. 24, at his residence, No. 29 West 38th-st., ROBERT REID, florist, aged 69 years, 7 months and 14 days.

Funeral on Tuesday, Dec. 26, from the Church of the Transfiguration, 29th-st., at 10 o'clock.

SCHREINER.—On Sunday, Dec. 24, HENRY ESLER, son of Osmond H. and Sarah M. Schreiner, in the 7th year of his age.

The funeral will take place on Tuesday, at 1 P. M., from No. [illegible] West [illegible]-st.

THALL.—On Sunday, Dec. 24, of consumption, ANN, wife of John F. Thall, aged 31 years and 9 months.

The relatives and friends of the family are respectfully invited to attend the funeral, on Wednesday afternoon, at 1 o'clock, from the M. E. Church corner of South 3d and 10th sts., Williamsburgh, without further invitation.

VEGHTE.—At Huntington, L. I., on Sunday, Dec. 24, Mrs. JULIA A. VEGHTE, aged 31.

Her friends and relatives are invited to attend the funeral, at the house of her father, Thomas F. Blauche, at Piermont, N. Y., on Wednesday, Dec. 27, at 3½ P. M. Train leaves Jersey City depot at 12:30.

ZIMMER.—On Sunday, Dec. 24, at 1 o'clock P. M., EMILE FRANK ZIMMER, aged 25 years and 5 months.

His funeral will take place on Wednesday, Dec. 27, at 1 o'clock P. M., at his residence, Palisade-av., West Hoboken. The friends of the family are invited to attend. The carriages will be ready at 12½ o'clock.

IMMENSE IMPROVEMENT IN STEAM. W. C. HICKS' PATENT STEAM ENGINES save 75 per cent. in space, weight, friction and parts. Adapted to all uses. For circulars, address the HICKS ENGINE COMPANY, No. 88 Liberty-st., New-York.

ELEGANT FANS, ELEGANT FANS, AT MILLER & CO.'S, NO. 9 MAIDEN-LANE.

3,500 PAIRS GENTLEMEN'S HEAVY canton flannel drawers at $1 75, by SMITH & FOWLER, 3 Park-row, opposite Astor House; also at 379 Broadway. Cheapest men's furnishing stores in America.

NEW PUBLICATIONS.

THE NEW HOLIDAY BOOKS.

1 COUNTRY LOVE, VERSUS CITY FLIRTATION. A splendid new satirical poem by H. T. Sperry, with twenty large illustrations by Hoppin. Elegantly printed and bound in beveled covers; quarto, tinted paper. Price $3 50 *_* Also a cheaper edition, with all the illustrations, white paper .... $2 50.
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13 ORPHEUS C. KERR PAPERS. A THIRD series of these comic letters and criticisms .... $1 50.
14 FAIRY FINGERS. A delightful new novel by Mrs. Anna Cora Ritchie (Mowatt) .... $1 75.
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16 THE HABITS OF GOOD SOCIETY. An excellent new book on the art of making oneself agreeable .... $1 75.
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25 THE GREAT CONSUMMATION. A new volume by Dr. Cummings, author of "The Great Tribulation," etc. .... $1 50.

_ All handsomely bound in cloth, and sent by mail free on receipt of price, by CARLETON, Publisher, New-York.

MOST APPROPRIATE FOR THE HOLIDAYS. That sumptuous and beautiful volume, THE TRIBUTE BOOK. Price $10. DERBY & MILLER, Publishers, No. 5 Spruce-st.

THE LIFE AND PUBLIC SERVICES OF SAMUEL ADAMS, BY WILLIAM V. WELLS. Being a narrative of his acts and opinions, and of his agency in producing and forwarding the American Revolution; with extracts from his correspondence, State papers, and political essays. To be published in 3 vols. 8vo, of five or six hundred pages each. 3 vols. 8vo, with three portraits on steel, $12. Published this day by LITTLE, BROWN & CO., No. 110 Washington-st., Boston.

WHAT IS BETTER FOR A GIFT. WHAT IS BETTER FOR A GIFT. Than our NEW UNION UNITED STATES MAP, 3 by 4½ feet large, finely mounted, or Pocket Edition, for $3; or our NEW PANORAMIC UNITED STATES MAP, about six feet square, for $7? H. H. LLOYD & CO., No. 21 John-st., N. Y.

SILLIMAN'S JOURNAL OF SCIENCE AND ARTS, Published by PROFESSORS SILLIMAN and DANA, at New-Haven, Conn., every other month, commencing each year with January. Now in its 48th year and 91st volume, (or the 41st volume of the second series.) PRICE $6 A YEAR.

IN PRESS. HARRY LAWTON'S ADVENTURES—A Young Sailor's Wanderings in Strange Lands. Illustrated. SCRIBNER & CO., New-York.

MISCELLANEOUS.

GOODYEAR'S I. R. G. M'F'G CO., No. 205 Broadway, near Fulton-st., offer for the holidays a fine assortment of VULCANITE JEWELRY, Bracelets, Brooches, Ear-rings, Sleeve-buttons, Chains, Chatelaines, Charms, Pencils, etc. Also INDIA RUBBER TOYS, BALLS AND FANCY ARTICLES in endless variety, at wholesale and retail.

OPERA GLASSES, OPERA GLASSES, AT MILLER & CO.'S, NO. 9 MAIDEN-LANE.

FINE TABLE AND POCKET CUTLERY, SILVER-PLATED GOODS, ENGLISH AND AMERICAN SKATES, BOYS' SLEIGHS, TOOL-CHESTS, &c. W. N. SEYMOUR, & CO., No. 4 Chatham-square.

WE HAVE JUST OPENED Ten cases, per steamer *Lafayette*, containing FINE BRONZE GROUPS AND STATUETTES, AND FRENCH MARBLE CLOCKS, Making in all the finest and largest assortment of these goods in either city. OVINGTON BROTHERS, Fulton-st., near Clark, Brooklyn. N. B.—Store open in the evenings during December.

WORK-BOXES AND DRESSING-CASES, AT MILLER & CO.'S, NO. 9 MAIDEN-LANE.

THE CHEAPEST GOOD SEWING MACHINE IS THE BARTLETT SEWING MACHINE. This is a new improvement in sewing machines, and, as announced a few days since in the *Scientific American*, "it is destined to rank with the first-class machines of the country." They are durable, very simply constructed, more moderate in price, and easily operated. Sold by the BARTLETT SEWING MACHINE CO., No. 569 Broadway, New-York.

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BROWNE & SPAULDING, JEWELERS, METROPOLITAN HOTEL BUILDING, NO. 570 BROADWAY, HAVE JUST RECEIVED AND ARE NOW OPENING large additions to their stock of CLOCKS, BRONZES, MUSIC BOXES and FANCY GOODS, suitable for Bridal Presentations and Holiday Gifts. In their stock will be found a well-selected variety of MEDALLION and choice patterns of Solid Silver. American, Swiss and English WATCHES. Black Marble and Gilded CLOCKS. 2, 4, 6 and 8 tune MUSIC BOXES. Classic designs of JEWELRY. Artistic BRONZES and FANCY GOODS. Desirable in design and moderate in price.

COLD-IN! COLD-IN! For colds, coughs and influenza. This preparation is agreeable to the taste, and an effectual cure. RUSHTON'S family drug-store, 10 Astor House, cor. Barclay-st.

RICH HOLIDAY GIFTS, AT MILLER & CO.'S, NO. 9 MAIDEN-LANE.

ELEGANT PRESENTS OF PERMANENT VALUE. THE MASON & HAMLIN CABINET ORGANS. $110 to $1,000 each. Warerooms No. 596 Broadway, New-York.

"ACROSS THE CONTINENT," HON. SCHUYLER COLFAX, Speaker of the House of Representatives, AT COOPER INSTITUTE, THURSDAY EVENING, Dec. 28. Hon. JOHN T. HOFFMAN, Mayor elect, in the chair. For other particulars, see under head "Lectures."

SEVENTH REGIMENT, NATIONAL GUARD. The Seventh Regiment will give a reception at the Academy of Music, on the EVENING of Jan. 31, 1866, in honor of those members who have served in the regular or volunteer army and navy during the late rebellion, and all members, whether active or exempt at the time of entering the service, as well as those who served with the regiment during either of its three campaigns and then entered the United States service, are requested to send their address immediately, with rank and the number of the company in the Seventh to which they belonged, to Capt. GEORGE MOORE SMITH, Chairman of the Committee on Invitations, Box No. 987 New-York Post-office.

PURE, UNADULTERATED WINES, Brandy, &c., for the Holidays, direct from the vineyards, in small or large quantities, delivered throughout the city and suburbs, at half the usual prices, from the agency of the vineyards, No. 509 Broadway, under the St. Nicholas Hotel. JAMES J. LYONS, Sole Agent.

FINANCIAL.

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Keep on hand and buy and sell at market rates, all issues of UNITED STATES BONDS, SEVEN-THIRTY TREASURY NOTES, COMPOUND INTEREST NOTES, CERTIFICATES OF INDEBTEDNESS, &c.

Agents for the sale of the UNITED STATES 30-YEAR 6 PER CENT. BONDS, issued in aid of the Central Pacific R. R., and of the CENTRAL PACIFIC RAILROAD STATE AID BONDS, bearing 7 PER CENT. interest in GOLD, GUARANTEED and PAID by the STATE OF CALIFORNIA.

Accounts of Banks, Bankers and others received on favorable terms.

Orders for the purchase and sale of Miscellaneous Stocks and Bonds, executed with care and promptness at the REGULAR STOCK EXCHANGE.

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BANKERS AND BROKERS,
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7 3-10 CURRENCY COUPONS,
DUE DEC. 15.
1881 GOLD COUPONS,
DUE JAN. 1, 1866,
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MANN & BRUNDAGE,
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DEALERS IN GOVERNMENT STOCKS.
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Government securities, stocks, bonds and gold bought and sold on commission.
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IN
STOCKS, BONDS AND GOVERNMENT SECURITIES,
NO. 17 WILLIAM-ST., NEW-YORK.
A. G. NORWOOD, of the N. Y. Stock Exchange. JNO. F. LOCKWOOD, late of Buffalo.

MILWAUKEE AND PRAIRIE DUCHIEN RAILWAY.
TO THE BONDHOLDERS.

Your trustees hereby inform and notify you that the company have made the payment due the Sinking Fund, Oct. 1, 1865, and that we have designated by lot for payment as required by the trust deed, the following ($82,560) of said mortgage bonds, viz., numbers

23	78	99	150	151	179
197	301	367	392	396	398
411	449	477	499	503	511
514	516	520	526	529	549
551	589	641	653	686	755
759	760	802	804	812	837
852	853	873	878	884	900
1,056	1,092	1,340	1,350	1,358	1,361
1,376	1,382	1,399	1,414	1,508	1,517
1,548	1,630	1,640	1,648	1,654	1,655
1,733	1,778	1,788	1,849	1,852	1,893
1,904	1,996	2,187	2,199	2,203	2,206
2,225	2,230	2,232	2,397	2,399	

of $1,000 each, and numbers

2,454	2,477	2,466	2,486	2,547	2,558
2,556	2,619	2,625	2,630	2,647	

of $500 each.

The holders of the bonds thus designated for payment can receive their money at par and interest, upon surrendering the bonds to us, at the office of W. Schall & Co., No. 58 Exchange-place, City of New-York. The above bonds will not draw interest after Jan. 1, 1866. The next payment will be due April 1, 1866, and will probably cancel the mortgage, and close this trust.
W. SCHALL, } Trustees.
N. A. COWDREY, }
NEW-YORK, Oct. 2, 1865.

BROWN BROTHERS & CO.,
NO. 56 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS FOR USE IN THE COUNTRY AND ABROAD.

GREENLEAF, NORRIS & CO.,
STOCK BROKERS,
No. 44 Exchange-place, New-York.

HANNIBAL AND ST. JOSEPH RAILROAD COMPANY.—Agreeably to the provisions contained in the Indenture of the Hannibal and St. Joseph Railroad Company, dated April 1, 1863, sealed proposals (indorsed "proposals for Bonds") addressed to Wm. H. Swift, at Ward, Campbell & Co.'s, No. 56 Wall-st., New-York, or to R. S. Watson, Treasurer, Boston, will be received until noon of TUESDAY, Jan. 2, 1866, to the undersigned, for the sale of $44,000 of the Land Bonds of said company.

The bids will be opened at the office of the company, in Boston, on WEDNESDAY, Jan. 3, at 12 o'clock noon, and the accepted bids declared.
SIDNEY BARTLETT, }
NATHANIEL THAYER, } Trustees.
WILLIAM H. SWIFT. }
NEW-YORK, Dec. 22, 1865.

OFFICE OF THE AMERICAN COAL COMPANY,
ROOM NO. 29 TRINITY BUILDING, NO. 111 BROADWAY,
NEW-YORK, Dec. 16, 1865.

THE ANNUAL MEETING OF THE stockholders of the American Coal Company of Allegany County, Md., for the election of a Board of Directors, to serve during the ensuing year, and for the transaction of such other business as may come before the meeting, will be held at this office on THURSDAY, the 28th inst., at 12 o'clock M. The polls will be opened from 12 o'clock M. to 1 o'clock P. M. The transfer book will be closed from the evening of the 16th to the morning of the 29th of December.
G. P. LLOYD, Vice-President.

OFFICE DOUGLASS MINING COMPANY OF MICHIGAN,
No. 22 WILLIAM-ST., NEW-YORK.

NOTICE IS HEREBY GIVEN THAT AN assessment of $. per share has been levied upon the Capital Stock of the Douglass Mining Company, payable on Dec. 30, inst., at the office of the Company. All assessments not promptly paid will be charged interest at the rate of 7 per cent. per annum. No transfer of stock will be allowed after the above date, unless the assessment shall have been paid thereon. By order of the Board of Directors.
S. J. EDWARDS, Secretary.
NEW-YORK, Dec. 18, 1865.

OFFICE OF THE TRUSTEES OF CREDITORS AND STOCKHOLDERS OF THE OHIO AND MISSISSIPPI RAILROAD COMPANY, (EASTERN DISTRICT,)
No. 88 WALL-ST., NEW-YORK, DEC. 18, 1865.

THE INTEREST DUE 1ST JANUARY, 1866, on the preferred certificates issued by this trust, will be paid on and after the 2d day of January, at this office, to those in whose name said certificates stand registered on the 23d inst.

The transfer books, both of common and preferred certificates, will be closed at 3 P. M. on the 23d inst., and opened Jan. 8, 1866, at 10 A. M.
ALLEN CAMPBELL, Chairman.

OFFICE OF CENTRAL PETROLEUM COMPANY,
No. 8 PINE-ST., NEW-YORK, DEC. 21, 1865.

THE ANNUAL MEETING OF THE STOCK- holders of the CENTRAL PETROLEUM COMPANY, for the election of trustees, will be held at the office of the company on TUESDAY, Jan. 2, 1866, at 12 o'clock M., (the first Monday in January, the regular day of meeting, being a holiday.)

Polls will be open from 12 to 1 o'clock.

Transfer books will be closed from Dec. 30 to Jan. 2, both days inclusive.
AUSTIN STEVENS, Secretary.

NOTICE.—THE TRUSTEES OF THE FIRST Mortgage Bondholders of the Vermont Valley Railroad Company will pay the coupons of April 1, 1860, on and after Tuesday, Jan 2, 1866, upon presentation of the same at the office of the Treasurer, in Bellows Falls, Vt. For the convenience of bondholders in New-York and elsewhere, the coupons will be paid for the space of one month, viz., from the 2d day of January to the 2d day of February, at the National Park Bank, in the City of New-York, and thereafter will only be paid at the office of the Treasurer, in Bellows Falls.—Dated, Dec. 18, 1865.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE COMPANY, NO. 51 WALL-ST., COR. WILLIAM,
NEW-YORK, Dec. 14, 1865.

THE BOOKS OF THIS COMPANY WILL close on the last day of the year, preparatory to its annual statement. Persons holding policies on risks which shall have terminated during the year, prior to 1st January next, are requested to furnish an account of the premiums thereon, and a statement of all claims for return of premiums, to prevent discrepancies in the accounts.
J. H. CHAPMAN, Secretary.

THE CHATHAM NATIONAL BANK,
NEW-YORK, Dec. 9, 1865.

AN ELECTION FOR DIRECTORS OF this association will be held at the banking-room, on TUESDAY, the 9th day of January next, between the hours of 12 M. and 1 P. M. By order of the board.
O. H. SCHREINER, Cashier.

METROPOLITAN NATIONAL BANK,
No. 108 BROADWAY, NEW-YORK, Dec. 15, 1865.

ELECTION.—THE ANNUAL ELECTION FOR Directors of the Metropolitan National Bank will be held on TUESDAY, 9th January proximo.

The poll will open at 12 M. and close at 1 P. M.
GEORGE I. SENEY, Cashier.

THE NATIONAL CITIZENS' BANK,
NEW-YORK, Dec. 9, 1865.

AN ELECTION FOR DIRECTORS OF this Bank will be held at the Banking-room, on TUESDAY, the 9th day of January next. Polls open from 12 to 1 o'clock, P. M.
W. H. OAKLEY, Cashier.

TENTH NATIONAL BANK, NO. 240 BROADWAY,
NEW-YORK, Dec. 8, 1865.

THE ANNUAL ELECTION OF DIRECTORS of this Bank will be held at the banking-house on the second TUESDAY of January next, (9th proximo,) between the hours of 12 M. and 1 P. M.
J. H. STOUT, Cashier.

EIGHTH NATIONAL BANK, NEW-YORK, Dec. 8, 1865.

THE ANNUAL ELECTION FOR DI- RECTORS of this bank will be held at the banking-house, No. 650 Broadway, on TUESDAY, Jan. 9, 1866, between the hours of 12 M. and 1 P. M.
CHARLES HUDSON, Cashier.

NEW-YORK, Dec. 19, 1865.

A SPECIAL MEETING OF THE STOCK- holders of the Southwestern Iron Company will be held at the office of Messrs. Winslow, Lanier & Co., No. 27 Wall-st., on WEDNESDAY, Dec. 27, at 2 o'clock P. M.
JAMES H. PULLMAN, Secretary.

THE CROTON NATIONAL BANK OF THE CITY OF NEW-YORK, 17 Nassau-st.,
NEW-YORK, Dec. 9, 1865.

THE ANNUAL ELECTION FOR DIREC- TORS of this Bank will be held at the banking rooms on Tuesday, January 9, 1866, between the hours of 12 M. and 1 P. M.
R. M. HEDDEN, Cashier.

GROCER'S NATIONAL BANK
NEW-YORK, Dec. 11, 1865.

AN ELECTION FOR DIRECTORS OF this Bank, will be held at the Banking-House, on TUESDAY, 9th day of January, 1866, from 12 to 1 o'clock.
SAMUEL B. WHITE, Cashier.

EAST RIVER NATIONAL BANK.—THE annual election for fifteen directors of this bank will be held at the banking-house, No. 680 Broadway, on TUESDAY, the 9th day of January, 1866, between the hours of 2 and 3 o'clock P. M.
W. S. CARMAN, Cashier.

NATIONAL BANK OF COMMERCE IN NEW-YORK—DIVIDEND.—A semi-annual Dividend of Five per cent., free from government tax, has been declared on the capital stock of this bank, payable on and after Jan. 8.
H. F. VAIL, Cashier.

TO WHOM IT MAY CONCERN.—ALL PER- sons are hereby cautioned against purchasing a certain promissory note made by me, bearing date on or about the 15th inst., for the sum of $1,000, and payable to C. P. Riggs, as the same was obtained fraudulently and will not be paid.
HENRY NOBLE.

FINANCIAL.

HENRY A. HEISER'S SONS,

DEALERS IN
U. S. GOVERNMENT SECURITIES,
NO. 39 WALL-ST.,
BUY AND SELL
U. S. 6 PER CENT. COMPOUND INTEREST NOTES.
U. S. 5 PER CENT. LEGAL TENDER NOTES.
U. S. 7-30 TREASURY NOTES,
AND ALL CLASSES OF
GOVERNMENT SECURITIES AT MARKET RATES.
ALSO, QUARTERMASTERS' CHECKS AND CERTIFICATES OF INDEBTEDNESS.
ORDERS FROM BANKS AND BANKERS EXECUTED ON FAVORABLE TERMS.
MARCH, MAY AND NOVEMBER
Coupons Cashed in Gold.

Gold in any amount under $5,000 bought and sold over the counter at market rates, and orders for a larger amount executed in the Gold Exchange by one of the firm.

H. J. MESSENGER,
BANKER,
NO. 139 BROADWAY,

All denominations of 7 3-10 notes on hand for immediate delivery.

Gold, Government Securities, Stocks and Bonds bought and sold on commission.

CENTRAL PACIFIC RAILROAD

STATE AID BONDS.
Interest at the rate of
SEVEN PER CENT. PER ANNUM,
IN GOLD,
Payable semi-annually,
Guaranteed and paid by the
STATE OF CALIFORNIA.

The bonds are secured by a mortgage on 160 miles of road, from Sacramento to the California State line, forming part of the GREAT PACIFIC RAILROAD ROUTE, ADOPTED and AIDED by the UNITED STATES GOVERNMENT. They are further secured by a SINKING FUND of $50,000 PER ANNUM, reserved from the earnings of the road, and PLEDGED FOR THEIR REDEMPTION. They are a first-class security in every respect, and a limited amount will be offered upon terms which render them a VERY ATTRACTIVE and DESIRABLE INVESTMENT. For further particulars inquire at our office, No. 5 Nassau-st.
FISK & HATCH, BANKERS.

THE
GREAT WESTERN
(MARINE)
INSURANCE COMPANY.

AUTHORIZED CAPITAL	$5,000,000
CASH PAID IN AND SURPLUS	2,175,000
ASSETS	3,877,000

HOME OFFICE,
No. 39 William-st., New-York.
BRANCH OFFICE,
Leadenhall-st., London.
BRANCH OFFICE,
Tower Chambers, Liverpool.

FREIGHTS and CARGOES are insured at these offices, to and from any part of the world, at the current premiums, and according to the usages in the respective localities, made payable at either city, in GOLD, STERLING or CURRENCY, as may be desired.

The Company returns 75 per cent. of the profits in scrip to policy-holders, (amounting last year to 40 per cent.,) but also returns TWENTY PER CENT. IN CASH IN LIEU OF SCRIP to those wishing to commute for the same in lower net premiums.

For the accommodation of shippers, certificates are issued, losses payable at the Company's bankers in London, on shipments of specie, merchandise or produce, which are available with bankers as collateral security.
WM. T. LOCKWOOD, Secretary.

UNITED SATTES TREASURY.
INTEREST DEAPRTMENT.
NEW-YORK, Dec. 19, 1865.

Parties holding thirty (30) or more Coupons of the several United States Government Loans, upon which the interest is due and payable Jan. 1, proximo, are requested to hand them in to this office, with schedule, at any time previous to the 29th inst.

Holders complying with the above request will have their coupons examined and checks given for them on the 30th instant, after 3 o'clock P. M. Blank schedules will be furnished upon application at the Coupon Interest Department.
H. H. VAN DYCK,
Assistant Treasurer United States.

DESIGNATED DEPOSITORY OF THE UNITED STATES.
THIRD NATIONAL BANK
OF THE CITY OF NEW-YORK.
NEW-YORK, Dec. 6, 1865.

The annual meeting of the stockholders of this bank, for the election of directors, will be held at their banking-house on the second TUESDAY in January next. By order of the board.
J. C. MARSELLUS, Assistant Cashier.

NOTICE.

The holders of the Railroad Bonds of Scioto County and State of Ohio are hereby notified that an authorized agent will attend in the City of New-York, on the 1st day of January ensuing, at the banking-house of WINSLOW, LANIER & CO., for the purpose of paying the January interest on said bonds, and to make other arrangements in regard to their liquidation.

By order of the Board of Commissioners, Scioto County, State of Ohio.
PORTSMOUTH, Dec. 11, 1865.

TENTH NATIONAL BANK.
No. 240 Broadway,
DESIGNATED DEPOSITORY OF THE GOVERNMENT.
Bankers and dealers accounts solicited.
D. L. ROSS, President.
J. H. STOUT, Cashier.

JOHN MUNROE & CO.,
AMERICAN BANKERS,
No. 5 Rue de la Paix, Paris,
and
No. 8 Wall-st., New-York,
issue circular letters of credit for travelers in all parts of Europe, &c., &c. Also, commercial credits.

TO BONDHOLDERS
OF SCIOTA CO., OHIO.

Persons holding said bonds will please meet me at the Astor House, on Tuesday and Wednesday, the 26th and 27th insts.
JOHN McDOWELL, Agent.
NEW-YORK, Dec. 23, 1865.

SEVERAL SUMS OF MONEY TO LOAN on good city property. Apply to
BENEDICT & COIT, No. 4 Pine-st.

Also have for sale two mortgages on Brooklyn property. Apply as above.

LA CROSS AND MILWAUKEE RAILROAD SECOND MORTGAGE, EASTERN DIVISION BONDS.—The railroad and premises mortgaged to secure the payment of said bonds are advertised to be sold January 4, 1866. The undersigned have been appointed a committee to purchase said premises for the Milwaukee and St. Paul Railway Company. They have received for this purpose over $800,000 of the $1,000,000 of said Second Mortgage Bonds.

Bondholders who deposit their bonds with them on or before Dec. 25, will participate in the advantages of the purchase as stipulated; those who do not, will only be entitled to a dividend from the purchase money. They will receive said bonds at the office of the Milwaukee and St. Paul Railway Company, No. 25 William-st., Room No. 9.
RUSSELL SAGE,
ALEX. MITCHELL,
WASHINGTON HUNT.

OFFICE OF MUSK-RAT RUN PETROLEUM COMPANY, NO. 11 WALL-ST.,
NEW-YORK, Dec. 26, 1865.

THE ANNUAL MEETING OF THE stockholders of the Musk-Rat Run Petroleum Company, of Venango County, Penn., for the election of a Board of Directors to serve during the ensuing year, and for the transaction of such other business as may come before the meeting, will be held at this office on TUESDAY, Jan. 9, 1866, at 11 o'clock A. M.

The polls will be open from 11 A. M. to 12 M.
W. J. YOUNG, Secretary.

FOURTH NATIONAL BANK OF THE CITY OF NEW-YORK, NOS. 27 AND 29 PINE-ST.

THE REGULAR ANNUAL MEETING of the shareholders of this bank for the election of nine Directors and three Inspectors of Election, to serve for one year, will be held at their banking-house, as above, on the second TUESDAY of January next, (9th prox.) at 12 o'clock noon, and closing at 3 o'clock P. M. of that day.
B. SEAMAN, Cashier.
NEW-YORK, 8th December, 1865.

THE NATIONAL MECHANICS' BANKING ASSOCIATION OF NEW-YORK,
NEW-YORK, Dec. 8, 1865.

THE ANNUAL MEETING OF THE stockholders of this bank for the election of Directors for the ensuing year, will be held at the banking-house No. 33 Wall-st., in this city, on MONDAY, the 8th day of January next, between the hours of 12 and 1 o'clock P. M.
F. CHANDLER, Cashier.

OFFICE OF THE PACIFIC MUTUAL INSURANCE COMPANY, TRINITY BUILDING, NO. 111 BROADWAY,
NEW-YORK, Dec. 19, 1865.

THE BOOKS OF THIS COMPANY WILL close on the 31st inst., preparatory to its annual statement. Persons holding policies on risks which shall have terminated during the year are requested to furnish an account of the premiums thereon, and a statement of all claims for return of premium, to prevent discrepancies in the accounts.
THOMAS HALE, Secretary.

TARR FARM PETROLEUM COMPANY.—OFFICE NO. 10 PINE-ST.—At a meeting of the stockholders of the Tarr Farm Petroleum Company held Dec. 16, 1865, the capital stock of the company was reduced to one million of dollars, to be reissued in one hundred thousand shares of $10 each.
JAMES WADSWORTH, President.
J. P. HOGARTH, Secretary.

OFFICE HAMILTON FIRE INSURANCE COMPANY,
No. 11 WALL-ST.,
ORGANIZED 1852.

NOTICE.—AN ELECTION FOR DIRECTORS OF this company will be held at the office on TUESDAY, Jan. 2, 1866. Polls will be open from 12 o'clock to 1 P. M. By order of the board.
JAMES GILMORE, Secretary.

NATIONAL BROADWAY BANK,
NEW-YORK, Dec. 20, 1865.

ELECTION.—THE ANNUAL ELECTION FOR directors of this bank, and for inspectors of the next ensuing election, will be held at the banking-house on TUESDAY, the 9th day of January proximo, between the hours of 12 M. and 1 o'clock P. M.
J. L. EVERITT, Cashier.

THE BANK OF NEW-YORK,
NATIONAL BANKING ASSOCIATION,
NEW-YORK, Dec. 9, 1865.

AN ELECTION FOR DIRECTORS OF this bank will be held at the banking room on TUESDAY, the 9th of January next, from 12 M. until 1 o'clock P. M.
W. B. MEEKER, Cashier.

CORN EXCHANGE INSURANCE CO.,
NEW-YORK, Dec. 19, 1865.

ELECTION.—THE ANNUAL ELECTION FOR Directors of this Company will be held at the office of the Company, No. 157 Broadway, on MONDAY, the 1st day of January next. The poll will open at 10 and close at 11 o'clock A. M.
W. H. WINDSOR, Secretary.

OFFICE OF THE BIGELOW BLUE STONE COMPANY,
MALDEN, Ulster Co., N. Y., Dec. 26, 1865.

THE ANNUAL ELECTION OF TRUS- TEES of this company and Inspectors of the next election will be held at the office of the company on Monday, the 8th day of January next, between the hours of 1 and 2 o'clock.
H. BOGARDUS, Secretary.

AN ELECTION FOR SEVEN TRUS- TEES for the PHELPS AND GILLMORE GOLD MINING COMPANY will be held at their office, Nos. 23 and 25 Nassau-st., New-York, on WEDNESDAY, Jan. 10, 1866, at 12 o'clock noon. The transfer books will be closed from the 8th to the 12th of January.
W. H. STURDEVANT, Acting Secretary.

OCEAN NATIONAL BANK,
NEW-YORK, Dec. 16, 1865.

THE ANNUAL ELECTION FOR DI- RECTORS of this bank will be held at the banking-house on TUESDAY, the 16th of January next, between the hours of 12 and 1 o'clock.
J. S. HARTSHORNE, Assistant Cashier.

COMMISSIONER FOR MASSACHUSETTS and other States—No. 5 Beekman-st., Room No. 8, first floor over Park Bank.

FINANCIAL.

H. CLEWS. GEO. E. BEND.
WM. B. BEND. THEO. S. FOWLER.

HENRY CLEWS & CO.,

(Successors to Livermore, Clews & Co.)
BANKERS,
No. 32 WALL-ST., NEW-YORK.
UNITED STATES SECURITIES PURCHASED AND FOR SALE.

All kinds on hand, ready for instant delivery, at the lowest market price.

DEPOSITS IN CURRENCY AND GOLD RECEIVED.

Accounts of banks, bankers and individuals solicited.

FOUR PER CENT. INTEREST ALLOWED ON ALL DAILY BALANCES which may be checked for without notice.

Collections made promptly on all points.

Orders for stocks, bonds and gold executed on commission.

Gold for payment of duties for sale in sums to suit.

WESTERN UNION,
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AMERICAN,
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NATIONAL BANKERS',
} EXPRESS STOCKS FOR SALE.

Apply to GEO. C. DUNBAR, No. 46 Pine-st., dealer in Telegraph and Express Stocks, and all description of securities not sold at the Stock Exchanges.

THE TRADESMEN'S NATIONAL BANK,
NEW-YORK, Dec. 23, 1865.

THE ANNUAL ELECTION FOR DIREC- TORS will be held on TUESDAY, January 9, 1866, from 12 M. to 2 P. M.
ANTHONY HALSEY, Cashier.

LOST—A CERTIFICATE FOR 100 SHARES QUICKSILVER MINING COMPANY, No. 4,134, in the name of Isaac H. Reed. Notice is hereby given that cause must be shown why a new certificate should not be issued therefor.
GEO. W. RYERSON, Jauncey Court.

NEW-YORK, Dec. 6, 1865.

MR. C. S. JOSLYN WITHDRAWS FROM our firm from this date. The business will be continued under the same firm name, by N. W. RIKER alone.
RIKER & CO.

DIVIDENDS.

DIVIDEND.

GUARDIAN LIFE INSURANCE COMPANY OF NEW-YORK,
NEW-YORK, Dec. 25, 1865.

AN INTEREST DIVIDEND OF THREE AND ONE-HALF PER CENT. on the capital stock of this company, for six months, ending 31st inst., will be paid on and after Jan. 2 next.

The transfer books will be closed to that date.
By order HENRY V. GAHAGAN, Secretary.

THIRD NATIONAL BANK
OF THE CITY OF NEW-YORK,
NEW-YORK, Dec. 19, 1865.

A Dividend of Five per Cent., free of tax, will be paid on and after the 2d of January next.

By order of the Board.
J. C. MARSELLUS, Assistant Cashier.

OFFICE OF THE MORRIS CANAL AND BANKING CO.,
JERSEY CITY, Dec. 18, 1865.

DIVIDEND NOTICE.—THE FEBRUARY DIVIDEND OF 1866 TO BE PAID IN ADVANCE.—The Board of Directors have this day declared, from the earnings of the canal, a semi-annual Dividend of Five per Cent. upon the amount of the Preferred Stock, and a Dividend of Six per Cent. upon the amount of the Consolidated Stock—free of government tax—payable on the 10th day of January next, at the office of the Company in Jersey City, or to Stockholders resident in and near Philadelphia, at the Banking House of E. W. Clark & Co., in that city.

This Dividend is in anticipation, and in lieu of that which would otherwise be paid in February, 1866.

The Transfer Books will be closed from the 24th inst. until the 10th of January, inclusive.
JOHN RODGERS, Secretary.

OFFICE OF THE PANAMA RAILROAD COMPANY,
TONTINE BUILDINGS, No. 88 WALL-ST.,
NEW-YORK, Dec. 23, 1865.

THIRTY-FIFTH DIVIDEND.—THE Board of Directors have this day declared a Dividend of Four (4) Per Cent. out of the earnings of the road for the three months ending 31st inst., and Two (2) Per cent. out of the earnings of steamers, sailing vessels, &c., payable to the Stockholders or their legal representatives on and after the 5th of January next.

The transfer books will be closed this evening, and reopened on the morning of the 7th of January.
HENRY SMITH, Treasurer.

"THE INSTITUTION FOR THE SAVINGS OF MERCHANTS' CLERKS AND OTHERS"—No. 516 Broadway, has, by its Trustees, declared a dividend, free from Government tax, on deposits entitled thereto, for the six months ending Dec. 31, 1865, on sums of $5 and not exceeding $500, at the rate of SIX PER CENT. per annum, and on larger sums at the rate of five per cent per annum, payable or credited to depositors on and after MONDAY, Jan. 15, 1866, and if not drawn is entitled to interest from 1st of January, the same as principal.
MOSES H. GRINNELL, President.
ANDREW WARNER, Cashier.

EAST RIVER SAVINGS INSTITUTION,
No. 3 CHAMBERS-ST.

DIVIDEND.—ON AND AFTER MONDAY, THE 15th day of January, 1866, there will be paid on all sums entitled thereto, the usual semi-annual dividend, at the rate of 5 and 6 per cent. per annum, and the government tax.

Bank open daily from 10 A. M. to 3 P. M.; and on Thursdays from 5 to 7 o'clock.
WM. H. SLOCUM, President.
CHAS. A. WHITNEY, Secretary.

NOTICE.—OFFICE OF THE SPRING MOUNTAIN COAL COMPANY, NO. 111 BROADWAY.—The Board of Directors of this Company, after reserving the sum of one hundred thousand dollars from the profits—pursuant to circular of Oct. 2, 1865, have this day declared a dividend of Five per cent. out of their surplus profits, payable at the office of the company on and after Jan. 20, 1866. The transfer books will be closed from the 10th to the 20th January, inclusive.

By order of the board.
CHAS. RUNYON, Secretary.

UNITED STATES PETROLEUM COMPANY,
No. 47 EXCHANGE PLACE,
NEW-YORK, Dec. 23, 1865.

THE UNITED STATES PETROLEUM COMPANY have this day declared a Dividend of TWENTY-FIVE (25) per cent., payable on THURSDAY, Jan. 4, 1866. The Transfer Books will close on THURSDAY, the 28th inst., and re-open on MONDAY, Jan. 8, 1866. By order.
P. G. FENNING, Secretary.

BANK OF AMERICA, NEW-YORK, Dec. 22, 1865.

DIVIDEND.—THE PRESIDENT AND DIREC- tors of the BANK OF AMERICA have this day declared a dividend of Five (5) Per Cent. for the current six months, free from Government tax, and payable on and after TUESDAY, Jan. 2, 1866. The transfer books will remain closed from this date until the morning of Friday, Jan. 5.
WM. L. JENKINS, Cashier.

METROPOLITAN NATIONAL BANK,
No. 108 BROADWAY, NEW-YORK, Dec. 15, 1865.

DIVIDEND.—THE DIRECTORS OF THE METROPOLITAN NATIONAL BANK have this day declared a Semi-annual Dividend of Six (6) per Cent., free of government tax, payable after the first Monday of January next. The transfer books will remain closed until Jan. 8, 1866.
G. I. SENEY, Cashier.

TENTH NATIONAL BANK, NO. 240 BROADWAY,
NEW-YORK, Dec. 15, 1865.

THE BOARD OF DIRECTORS OF THIS bank have this day declared a Semi-annual Dividend of Five per cent. and the government tax, payable on the 2d day of January next. Transfer books will be closed from Dec. 26 to Jan. 2, 1866.
J. H. STOUT, Cashier.

NEW-YORK, Dec. 12, 1865.

THE BOARD OF DIRECTORS OF THE EIGHTH NATIONAL BANK have THIS DAY declared a semi-annual dividend of five (5) per cent., and the government tax, payable, out of the profits of the bank, on and after Jan. 2, 1866. The transfer books will be closed from the 23d inst. to the 2d prox.
CHARLES HUDSON, Cashier.

MANUFACTURERS' AND MERCHANTS' BANK,
NEW-YORK, Dec. 19, 1865.

DIVIDEND.—THE DIRECTORS OF THE Manufacturers and Merchants' Bank have this day declared a dividend of five per cent. free of government tax, payable on and after Jan. 2, 1866.

Transfer books will be closed from the 23d to 31st Dec.
A. MASTERTON, Cashier.

THE CHATHAM NATIONAL BANK,
NEW-YORK, Dec. 20, 1865.

A SEMI-ANNUAL DIVIDEND OF SEVEN (7) PER CENT., free of government tax, will be paid to the stockholders of this bank on and after Tuesday, second day of January next. The transfer books will remain closed from 23d inst. to Jan. 3. By order of the Board.
O. H. SCHREINER, Cashier.

MERCHANTS' EXCHANGE NATIONAL BANK
OF THE CITY OF NEW-YORK,
December 18, 1865.

A SEMI-ANNUAL DIVIDEND OF FIVE (5) per cent. has been declared, free of government tax, payable on and after the 2d of January next.

The transfer books will be closed from the 20th instant until the 2d proximo.
E. J. OAKLEY, Cashier.

NATIONAL BUTCHERS' & DROVERS' BANK,
NEW-YORK, Dec. 16, 1865.

DIVIDEND.—THE BOARD OF DIRECTORS have declared a dividend of Five per cent., free of government tax, from the earnings of the current six months, payable on the 2d day of January next. The transfer books will remain closed until the day of payment.
R. P. PERRIN, Cashier.

THE BANK OF NEW-YORK,
NATIONAL BANKING ASSOCIATION,
NEW-YORK, Dec. 19, 1865.

A DIVIDEND OF FIVE (5) PER CENT., free of government tax, has been declared payable on and after the 2d of January next. The transfer books will be closed until 3d of January, 1866. By order of the board.
W. B. MEEKER, Cashier.

IRVING NATIONAL BANK,
NEW-YORK, Dec. 16, 1865.

DIVIDEND.—ON AND AFTER THE 2D DAY of January, a dividend of Five (5) PER CENT., free from government tax, will be paid the stockholders of this bank. The transfer books will be closed to that day inclusive.

By order. DANL. V. H. BERTHOLF, Cashier.

THE MARKET NATIONAL BANK,
NEW-YORK, Dec. 20, 1865.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend of Six per Cent., free of government tax, payable to stockholders on and after Tuesday, the 2d day of January next.
A. GILBERT, Cashier.

MECHANICS' NATIONAL BANK,
NEW-YORK, Dec. 20, 1865.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a dividend of Five (5) Per Cent. free from government tax, payable on and after the 2d of January next. The transfer book will be closed from this date until Jan. 2.
WM. H. COX, Cashier.

NATIONAL BROADWAY BANK,
NEW-YORK, Dec. 20, 1865.

DIVIDEND.—A SEMI-ANNUAL DIVIDEND of twelve per cent. on the capital stock of this bank, and the government tax will be paid on and after the 2d day of January ensuing. By order of the Board.
J. L. EVERITT, Cashier.

HANOVER NATIONAL BANK OF THE CITY OF NEW-YORK, NEW-YORK, Dec. 19, 1865.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a Semi-annual Dividend of Six per Cent., free of government tax, payable on the 2d day of January next. The transfer books will be closed until that date.
JOHN T. BANKER, Cashier.

THE NATIONAL PARK BANK OF NEW-YORK, Dec. 19, 1865.

A SEMI-ANNUAL DIVIDEND OF SEVEN (7) PER CENT. has been declared, free from government tax, payable on and after the second day of January next. The transfer books will be closed from the 20th instant until the 2d proximo, inclusive.
J. L. WORTH, Cashier.

NEW-YORK NATIONAL EXCHANGE BANK,
Dec. 20, 1865.

DIVIDEND.—A SEMI-ANNUAL DIVIDEND OF six (6) per cent., free of government tax, has been declared on the capital stock of this bank, payable on and after Jan. 2, 1866.
D. B. HALSTEAD, Cashier.

PEOPLE'S BANK OF THE CITY OF NEW-YORK—DIVIDEND.—A semi-annual dividend of Five per cent., free of government tax, will be paid to the Stockholders of this Bank on the 2d day of January next, until which date the transfer books are closed. By order of the Board.
C. L. CROWELL, Cashier.

DIVIDENDS.

ILLINOIS AND MICHIGAN CANAL
DIVIDEND NO. 13.

The Board of Trustees of the Illinois and Michigan Canal have, by a resolution dated Nov. 20, 1865, ordered a Dividend of Ten Per Cent. to be paid on the 2d of January, 1866, on account of the principal of "Registered Illinois and Michigan Canal Bonds."

Payment will be made to the holders of said bonds by the Treasurer of the Board of Trustees, at his office, No. 89 Maiden-lane, in the City of New-York, on and after the day above named.

The bonds must be presented to the Treasurer before the day of payment, in order that they may be examined and stamped.
WILLIAM H. SWIFT, } Trustees
HENRY GRINNELL, } I. & M.
SHERIDAN WAIT, } Canal.
NEW-YORK, Nov. 21, 1865.

BROADWAY SAVINGS INSTITUTION,
No. 267 BROADWAY, ENTRANCE ON PARK-PLACE.

DIVIDEND.—The trustees of this institution have directed that the usual dividend on deposits entitled thereto, for the six months ending Dec. 31, at the rate of six per cent. per annum on sums not exceeding $500, and five per cent. over $500 (free from Government tax), will be paid on and after Monday, January 15, 1866.
FRANCIS P. SCHOALS, President.
WADE B. WORRALL, Sec'y. PETER CUMMING, Acc't.

IRVING SAVINGS INSTITUTION,
No. 96 Warren-st.

DIVIDEND.—The Trustees of this institution have directed that the usual interest on deposits, for the six months ending Dec. 31, at the rate of SIX PER CENT. per annum on sums entitled thereto, (free of government tax,) will be paid on and after MONDAY, Jan. 15, 1866.
WALTER W. CONCKLIN, President.
VANDERBILT L. BUXTON, Secretary.

OFFICE OF THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY,
PITTSBURGH, Dec. 20, 1865.

DIVIDEND NO. 8.—THE BOARD OF DIREC- tors of this company have declared the regular dividend of Two and One-half (2½) per cent. on the capital stock, for the quarter ending Dec. 31 inst., payable, free of government tax, on and after Jan. 16 prox.

The semi-annual dividend of Three and One-half (3½) per cent., due April 1, 1866, on the third mortgage bonds, has also been ordered paid in anticipation, less government tax, on and after Jan. 16 prox.

Shareholders and bondholders registered at New-York will receive their dividends at the banking-house of Messrs. Winslow, Lanier & Co., and those registered at Pittsburgh of the Treasurer, in that city.

The transfer books will close Dec. 30 inst., at 2½ o'clock P. M., and will reopen Jan. 17 prox.

By order of the board.
E. M. HUTCHINSON, Secretary.

THE MICHIGAN CENTRAL RAILROAD COMPANY.—TREASURER'S OFFICE, NO. 34 CITY EXCHANGE.—At a meeting of the directors of the Michigan Central Railroad Company, held at Boston this 14th day of December, 1865, it was

Voted, That a dividend of $5 per share, free of government tax, be and the same is hereby declared payable on the 1st day of January next to holders of stock at the close of business on the 20th inst. Payment to be made to stockholders residing in Michigan, and registered at Boston, at the offices of the General Receiver, in Detroit; to holders of stock registered in the City of New-York, at the office of the Farmers' Loan and Trust Company, in said city; and to all others, at the office of the Treasury, in the City of Boston.

Voted, That the transfer books of the company be closed from the 20th inst. until the 1st of January next.
ISAAC LIVERMORE, Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW-YORK, Dec. 13, 1865.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was

Resolved, That a dividend of five per cent. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full-paid shares registered on the 20th day of January, and that the transfer books be closed on the said 20th day of January, and opened on the 3d day of February.
THOMAS E. WALKER, Treasurer.

ROME, WATERTOWN AND OGDENSBURGH RAILROAD CO., WATERTOWN, Dec. 20, 1865.

DIVIDEND NOTICE.—THIS COMPANY will pay a semi-annual dividend of Five (5) per Cent., on the 15th January. The company also assume the payment of the government tax on the same. Dividends on stock registered in New-York will be paid at the Mercantile National Bank. The transfer books will be closed from the 1st to the 15th January, inclusive.
R. E. HUNGERFORD, Treasurer.

BULL'S HEAD BANK—TWENTY-EIGHTH DIVIDEND.—New-York, Dec. 22, 1865. The Board of Directors have THIS DAY declared a QUARTERLY DIVIDEND OF FOUR PER CENT., free of government tax, out of the net profits of the past three months, payable on and after the second day of January next. The transfer books will remain closed from this date to Jan. 2, inclusive.
G. W. WILLETT, Cashier.

TARR FARM PETROLEUM COMPANY, NO. 10 PINE-ST.—At a meeting of the Trustees of the Tarr Farm Petroleum Company, held Dec. 16, 1865, a Dividend of One Per Cent. upon the capital stock of the company (one million dollars) was declared, payable Jan. 2, 1866. The transfer books will be closed from Dec. 23 to Jan. 3, inclusive.
JAMES WADSWORTH, President.
J. P. HOGARTH, Secretary.

IMPORTERS' AND TRADERS' NATIONAL BANK,
NEW-YORK, Dec. 20, 1865.

A DIVIDEND OF FOUR (4) PER CENT. out of the earnings of the past six months, free from government tax, will be paid to the Stockholders of this Bank on and after the 2d day of January next. The transfer books will be closed from the 26th inst. to the 2d proximo. By order of the Board.
C. A. SMITH, Cashier.

THE NATIONAL SHOE AND LEATHER BANK,
NEW-YORK, Dec. 12, 1865.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend of five (5) per cent., free from government tax, out of the profits of the current six months, payable on and after the 2d of January.

The transfer books will be closed from 25th inst. to 2d proximo, inclusive.
W. A. KISSAM, Cashier.

ATLANTIC NATIONAL BANK,
No. 142 BROADWAY, NEW-YORK, Dec. 22, 1865.

DIVIDEND.—THE DIRECTORS OF THE ATLANTIC NATIONAL BANK have this day declared a semi-annual dividend of six (6) per cent., free from government tax, out of the profits of the current six months, payable on and after the 2d of January. The transfer books will remain closed until Jan. 3, 1866.
J. E. SOUTHWORTH, President.

CONTINENTAL NATIONAL BANK,
NEW-YORK, Dec. 23, 1865.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend of five (5) per cent., free of Government tax, payable on and after Jan. 5th, 1866, from the net earnings of the past six months. The transfer books will be closed from 27th inst. until 6th proximo, inclusive.
C. F. TIMPSON, Cashier.

THE TRADESMEN'S NATIONAL BANK,
NEW-YORK, Dec. 19, 1865.

A DIVIDEND OF SEVEN AND ONE-HALF per cent., free from tax, will be paid on and after Jan. 2, 1866.
ANTHONY HALSEY, Cashier.

THE NATIONAL BANK OF THE COMMONWEALTH will pay a dividend of FIVE PER CENT. (free of tax) to its stockholders on MONDAY, the 8th of January next.
GEORGE ELLIS, Cashier.
NEW-YORK, December 19, 1865.

SAVINGS BANKS.

ATLANTIC SAVINGS BANK,
Chatham-square, opposite Mott-st., New-York.
SIX PER CENT. INTEREST ALLOWED,
Free of Government Tax.
Deposits made on or before Jan. 2, *will receive interest as from 1. Jan.*

CITIZENS SAVINGS' BANK,
NO. 58 BOWERY, CORNER CANAL-ST.
SIX PER CENT. INTEREST, *free* from Government Tax, paid on deposits made on or before Jan. 2.

Open every day for the reception of deposits and payments of money, from 10 A. M. to 3 P. M., and also on Monday, Wednesday and Friday afternoons, from 5 to 7 o'clock. Bank books in German, French and English.
GEORGE FOLSOM, President.
SEYMOUR A. BUNCE, Secretary.

MECHANICS' AND TRADERS' SAVINGS INSTITUTION,
No. 283 Bowery.

Six per cent. interest allowed on sums of $1,000 and under. Five per cent. on larger sums.

Deposits made on or before Jan. 2 will draw interest from Jan. 1. Open daily from 10 to 4 P. M., and on Mondays and Wednesdays from 10 to 7 P. M.
CHAS. PECK, President.
HENRY C. FISHER, Secretary.

SIX PER CENT. PAID FREE FROM GOVERNMENT TAX.
METROPOLITAN SAVINGS BANK,
NO. 1 THIRD-AV.
Deposits made now draw interest from 1st January.
BANK OPEN DAILY from 10 to 2 P. M., and on MONDAY, WEDNESDAY and SATURDAY EVENINGS, from 5 to 7 o'clock.

IRVING SAVINGS INSTITUTION,
NO. 96 WARREN-ST.
Interest allowed at the rate of 6 per cent. on all sums entitled thereto, free of Government tax. Open daily from 10 to 3 P. M.
WALTER W. CONKLIN, President.
VANDERBILT L. BUXTON, Secretary.

MARKET SAVINGS BANK,
No. 82 Nassau-st., New-York.
SIX PER CENT. INTEREST ALLOWED.
Deposits will commence to draw interest immediately on the first day of the month following date of the deposit.

SIX PER CENT. INTEREST PAID,
FREE from government tax.
THIRD-AV. SAVINGS BANK,
corner 26th-st. and 3d-avenue.
Money deposited now will draw interest from Jan. 1.

FRANKLIN SAVINGS BANK,
8th-av. and 42d-st.
INTEREST 6 PER CENT., FREE OF TAX.

SIX PER CENT. INTEREST, FREE OF tax, allowed by Union Dime Savings Bank, No. 430 Canal-st., corner of Varick. Money deposited now will draw interest from Jan. 1.

MACHINERY.

THE HARRISON BOILER A SAFE STEAM BOILER.—The attention of manufacturers and others using steam is confidently called to this new steam generator, as combining essential advantages in absolute safety from explosion, in cheapness of first cost and cost of repairs, in economy of fuel, facility of cleaning and transportation, &c., not possessed by any other boiler now in use. The boiler is formed of a combination of cast-iron hollow spheres, each sphere eight inches external diameter, and three-eighths of an inch thick. These are held together by wrought-iron bolts, with caps at the ends. Nearly one hundred of these boilers are now in operation. For descriptive circulars or price apply to JOSEPH HARRISON, Jr., Harrison Boiler Works, Gray's Ferry Road, adjoining the U. S. Arsenal, Philadelphia.

LARGE ENGINES FOR SALE—ONE 30x72 cylinder; one 20x20; one 16x48; one pair 16x30, horizontal; one an upright, 20x36—all first class and in good order, ready for immediate delivery, by
J. B. FULLER, No. 8 Dey-st., New-York.

TODD & RAFFERTY, MACHINERY MERCHANTS, 4 Dey-st.; works, Paterson, N. J.; manufacture stationary and portable engines and boilers, flax, hemp, tow, oakum and rope machinery, mill gearing, shafting, JUDSON & SNOWS' governors, lathes, planers, drills.

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Stationers and Printers,
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THE BEST AND CHEAPEST INKS.—"Keys' National Writing Fluid" and "American Union Ink." No sediment; flow freely and do not corrode. Sold by the trade generally. Manufactured by REEVES & CO., successor to J. G. Keys. Removed to No. 303 Washington-st., near Reade.

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MUFFLERS.

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HOLIDAY PRESENTS! HOLIDAY PRICES!
GREAT CLEARING SALE
AT
DAVIDSONS'
BOWERY CLOAK-STORE.

Basques worth $15 00	Reduced to $12 00.
Basques worth $18 50	Reduced to $15 00.
Basques worth $25 00	Reduced to $18 50.
Sacques worth $13	Reduced to $10.
Sacques worth $16	Reduced to $12.
Sacques worth $20	Reduced to $16.
Circulars worth $13 50	Reduced to $10 00.
Circulars worth $16 50	Reduced to $12 00.
Circulars worth $20 00	Reduced to $15 00.

VELVET BASQUES!
VELVET SACQUES!!
VELVET CIRCULARS!!!
SELLING OFF — AT COST
SELLING OFF AT COST!
DAVIDSON BROTHERS,
BOWERY CLOAK-STORE, Nos. 264 and 264½ Bowery.

1865. HOLIDAY PRESENTS. 1866.

PIANO AND TABLE COVERS.
A MAGNIFICENT ASSORTMENT, JUST RECEIVED, WILL BE CLOSED OUT AT VERY LOW PRICES.
ALSO,
CURTAIN MATERIALS
OF ALL STYLES.
B. L. SOLOMON & SONS,
No. 369 BROADWAY.

AT GRAND-ST. CHEAP STORE.
FOR THE HOLIDAYS.
REDUCED SASH AND BONNET RIBBONS,
SILK BONNET VELVETS, BONNET SILKS,
DOTTED VEIL LACES, REAL LACES, &c., &c.
EDWARD RIDLEY,
Nos. 311 and 311½ Grand and 66 Allen-st.,
Fifth block east from the Bowery.

EXTRAORDINARY AND IMPORTANT ANNOUNCEMENT.
OUR WHOLE STOCK, IN ALL ABOUT $100,000, OF
Point Lace Collars, Sets and Handkerchiefs;
Point, Cluny and Valenciennes Laces;
Black Thread Laces, Veils, Coiffures and Barbes;
French and Scotch Embroidered Collars and Sets;
Plain and Embroidered Handkerchiefs;
Real and Imitation Lace Handkerchiefs;
Embroidered Bands, Edgings and Insertions;
Silk Scarfs, Head-dresses, &c.;
In fact, all our valuable and choice Stock will be offered,
FOR THIRTY DAYS
AT GREATLY REDUCED PRICES,
in order to make room for Spring importations.
E. WILLIAMS & CO.,
No. 417 Broadway.

MUSLINS! MUSLINS!! MUSLINS!!!
GREAT ADVANCE IN WHOLESALE PRICES,
BUT
NO ADVANCE IN OUR PRICES!
NO ADVANCE IN OUR PRICES!
MUSLINS BY THE PIECE!
MUSLINS BY THE YARD!
MUSLINS AT LESS THAN WHOLESALE PRICES.
HANDSOME YARD-WIDE SHEETING, &c.
FOSTER & WELSH, NO. 287 8TH-AV.

FOR THE HOLIDAYS.
RICH, FANCY AND BLACK SILK SCARFS,
KID, DOGSKIN AND BEAVER GLOVES,
NECK-TIES, STOCKS, SUSPENDERS,
HOSIERY, AND UNDER GARMENTS,
CARDIGAN JACKETS, FOUR SHIRTS,
THREE AND FOUR-PLY LINEN COLLARS,
At retail by GEO. M. TRACY, No. 101 William-st.

AT RICHMOND'S,
FRESH IMPORTATIONS.

A few cases of Ladies' French DRESS CAPS, HEAD DRESSES; also, some choice LACE GOODS in Point Applique, Round Point, Barbes, Coiffures, Valenciennes Sets, from EIGHT DOLLARS UPWARD. A large stock of HANDKERCHIEFS, EMBROIDERIES, CAPES, MODISTES. Entirely new patterns in Linen Embroidered COLLARS and CUFFS. All at very low prices.
RICHMOND,
No. 783 Broadway, opposite Stewart's.

This establishment does not advertise in the New-York Herald.

TOYS, TOYS, TOYS,
And Holiday Presents, at FAIRCHILD'S BAZAAR, No. 377 6th-av., one door above 23d-st. French and Spanish spoken.

BEADS BEADS!! BEADS!!!
AND FANCY GOODS.
M. P. BROWN, Importer,
No. 186 Pearl-st., New-York.

AT DE PERCEVAL'S, NO. 657 BROADWAY.—All kinds of CHILDREN'S CLOAKS and SUITS, dresses, sacks, shawls, corsets, chemises, infants' waists, aprons, bibs, spencers, babies' capes, &c. Ladies' embroidered chemises and nightgown yokes, ready-made under-garments and ruffled skirts. Varieties of ladies' and misses' sets and handkerchiefs. Initials and coats-of-arms embroidered on handkerchiefs, table and bed linen, silk and cotton embroideries, braiding made to order, stamping for embroideries and braiding executed perfectly.

FOR SALE—WHITE AND GRAY BLANKETS, white and colored quilts, bed sacks, hair and straw mattresses, hair pillows, overcoats, peajackets, trowsers, flannel overshirts, undershirts, drawers, linen sheeting, black silk handkerchiefs, sewing-silk and other articles, part of which are new and in good order, purchased at the recent government sales, and for sale at very low prices by
WILLIAM MATHEWS,
No. 44 Park-place, up stairs.

EMPRESS KIDS REDUCED TO $1— The best assortment of gloves in the city; ladies' and children's under-garments, fancy hosiery, scarlet and white cloth and Ringwood gloves, Sontags, waists, hoods, nubias, gaiters, mittens, &c. ELGER'S, Nos. 380 and 382 Broadway, near 19th-st., east side.

DRY GOODS.

HOLIDAY PRESENTS.
JOHN CAMPBELL,
(late with George Brodie
is offering a large assortment of
VELVET, CLOTH
AND
OPERA CLOAKS,
at greatly reduced prices.
Ladies are invited to call before purchasing elsewhere.
No. 898 BROADWAY, between 19th and 20th sts.

MOURNING GOODS,
HANDSOME BARGAINS.

We invite special attention to our large and most desirable stock of MOURNING MATERIALS. SEVERAL NEW ARTICLES, not kept elsewhere, are just received.

N. B.—CRAPE CLOTH—SOMETHING ENTIRELY NEW, over two yards wide, BEAUTIFUL TEXTURE, only $10 per dress, selling fast.
W. JACKSON,
Importer and Dealer in Mourning Goods,
No. 551 Broadway, opposite Tiffany & Co.'s.

MOURNING BONNETS,
A MOST BEAUTIFUL STOCK.
SOME CHOICE NOVELTIES THIS WEEK.
N. B.—JUST RECEIVED, 9-4 BLACK CRAPE CLOTH, A NEW ARTICLE FOR DRESSES, AT JACKSON'S MOURNING STORE,
No. 551 Broadway, between Spring and Prince sts.,
opposite Tiffany & Co.'s.

HOLIDAY PRESENTS.
SPECIAL BARGAINS.
HANDSOME BLACK LUSTRES, $3 50, $4 and $4 50 per dress.
BADAJAS, SAVANNAHS, POPLINS, EUGENIES, &c., $4 50 to $6.
WINCEY BALMORAL SKIRTS, $5, $6 and $8.
CLOTH, CRAPE and BEADED MUFFS—NOVELTIES.
ERMINETT MUFFS, at $5—VERY BEAUTIFUL.
EMBROIDERY SETS, POCKET HANDKERCHIEFS, &c., &c., &c.
W. JACKSON, No. 551 Broadway,
(Opposite Tiffany & Co.'s.)

BLACK ALPACAS.

Special attention is called to several lots offered at 62½c., 75c. and $1 per yard. Most desirable makes and extremely cheap.
W. JACKSON, No. 551 Broadway,
Opposite Tiffany & Co.'s.

CLOAK AND MANTILLA ESTABLISHMENT,
At No. 296 Canal-st.,
Under the Brandreth House.
PARISIAN VELVET CLOAKS,
the latest novelties.
OPERA CLOAKS,
and the largest assortment in the United States of all kinds of WINTER CLOAKS,
in elegant styles, at
ADOLPH NEW,
No. 296, the first store in Canal-st., No. 296.

AT GRAND-ST. CHEAP STORE.
FOR THE HOLIDAYS.

SILK, BEAVER, VELVET, PLUSH and FELT HATS and BONNETS, selling at a reduction, which can be seen. Specialties—Felt goods, every shape, from 3c. to 50c. 250 real felts at 75c. and $1, each. Silk beavers, every size and shape, velvet bound, at 75c., at $1, at $1 25, at $1 50, at $1 75 and $2 each. Our white Coney Hats are now selling at $1 50 each. Everything in this department nearly half last month's prices.
EDWARD RIDLEY,
Nos. 311 and 311½ Grand, and No. 66 Allen-st.,
Fifth block east from the Bowery.

AT GRAND-ST. CHEAP STORE.
HOLIDAY PRESENTS—HOLIDAY PRESENTS.
EMBROIDERED SETS—PARIS STYLES.
Long line of LINEN EMBROIDERED HANDKERCHIEFS cheap.
Rich LACE COLLARS AND SETS.
Beautiful lot of Scotch, French and Hamburg DOUBLE BANDS under regular prices.
Ladies and gents' SILK AND WOOLEN SCARFS and NECK TIES.
One hundred new styles in ladies, gents and misses SEASONABLE GLOVES. Examine.
Ladies KID GLOVES (Empress) at 75c. the pair.
At $1 65 the pair the finest kid in the trade.
Our WOOLEN KNITTED GLOVES are clearing out.
EDWD. RIDLEY,
Nos. 311 and 311½ Grand and No. 66 Allen-st.,
Fifth block east from the Bowery.

AT GRAND-ST. CHEAP STORE.
REAL OSTRICH FEATHERS.
IMPORTED FRENCH FLOWERS.
EDWARD RIDLEY,
Nos. 311 and 311½ Grand and 66 Allen-st.,
Fifth block east from the Bowery.

AT GRAND-ST. CHEAP STORE.
RETAIL TRIMMING DEPARTMENT.

Every color and width in SILK TRIMMING VELVETS, comprising Green, Garnet, Modes, Brown's Amaranthus, Mexiques, &c., at $1, $1 25, $1 50, $2, $2 50, $3 and $3 50 the piece and upward. All purchased at auction this week, much under price.

NEW ORNAMENTS, CLOAK and DRESS SETS, GIMPS, FANCY BUTTONS and BLACK SILK RIBBON VELVETS—Cheapest in this city.
EDWARD RIDLEY,
Nos. 311 and 311½ Grand and 66 Allen-st.,
Fifth block east from the Bowery.

GREAT REDUCTION IN PRICES
OF ALL KINDS OF FLANNELS,
BLANKETS, CASSIMERES, BEAVER CLOTHS,
BALMORAL SKIRTS, DRESS GOODS, &c.
BEST STYLES OF DE LAINES, 31c.
YARD-WIDE ENGLISH PRINTS, 31c.
FOSTER & WELSH, NO. 287 8TH-AV.

FOR THE HOLIDAYS.

HOLIDAY PRESENTS

Should be sent by the HARNDEN EXPRESS, (the oldest express in America,) as their rates are low, and instructions have been given to their drivers and messengers to handle these compliments of friendship with great care. Wagons will be sent to stores and residences, if notice is sent (by mail or otherwise,) to their office, No. 65 Broadway. They forward to all places in the

EAST, WEST AND SOUTH.

NOTHING BUT TABLES.
THE
BEST EXTENSION TABLES.

Oak, walnut, mahogany and other woods, in every variety of style, finish and price.

As I confine myself to the manufacture and sale of Extension Tables exclusively, I am prepared to sell them as low, if not lower, than any other house in the city. Persons wishing to buy will find it to their interest to call.
WILLIAM HEERDT,
No. 150 Wooster-st.,
Between Prince and Houston sts.

HOLIDAY PRESENTS.

Steel, Gilt and Jet Goods, Work-boxes, Money-boxes, Glove-boxes, Watch-stands, Portmonnaies, Pocket-knives, and a great variety of fancy goods, at low prices.
W. J. ELGER, Nos. 380 and 382 Broadway, near 19th-st.

SITUATIONS WANTED.

FEMALES.

WANTED—BY A YOUNG AMERICAN GIRL, a situation to take care of children, waitress or other light work in a respectable family; has no objections to go in the country. Inquire at No. 324 East 24th-st., between 1st and 2d avs., New-York.

WANTED—BY A SUPERIOR CHAMBERMAID and waitress, with excellent city reference, a situation in a private family or boarding-house; takes charge of the silver and dining-room; wages $10. Call at No. 192 East 21st-st.

WANTED—BY A THOROUGH COOK, with excellent city reference, a situation in a private family or boarding-house; does the coarse washing, an excellent baker. Wages, $12. Call No. 192 East 21st-st.

MALES.

WANTED—A SITUATION BY A YOUNG MAN in some mercantile house, either in or out of the city; is a rapid penman, and quick at figures; has been in the business office of a newspaper some years; can produce excellent references as to character and business qualities. Address H., Box No. 138 *Times* Office.

WANTED—A SITUATION BY A MIDDLE- aged man who has had many years experience in a first-class stationery and blank book establishment; is competent to take entire charge of the business; best of reference given. Address E. C. W., Box 180 *Times* Office.

WANTED—A SITUATION BY A YOUNG MAN as coachman; one who understands his business and can drive four-in-hand; in a respectable family; good reference. Address COACHMAN, Box No. 110 *Times* Office, for two days.

WANTED—A SITUATION BY A COMPETENT waiter, a single man, in a private family; best city reference. Can be seen for two days at No. 9 East [illegible]-st., near 8th-av.

WANTED—A SITUATION AS COACHMAN BY a single man of long experience in the care and management of horses, harness and carriages. Address P. H., Box No. 117 *Times* Office.

HELP WANTED.

BOUNTIES TO DISCHARGED SOLDIERS.

Discharged soldiers who enlisted previous to July, 1863, are requested to call at our office and sign a petition to Congress, asking for the passage of a law granting them bounties, &c., equal to those who enlisted subsequently. This class embraces all those who have been discharged for sickness, wounds, promotion, or expiration of term of service.
H. J. RAMSDELL & CO.,
No. 40 Park-row, Times Building, New-York.

$1,500 PER YEAR.—WE WANT AGENTS everywhere to sell our improved $20 sewing-machines. Three new kinds. Under and upper feed. Warranted five years. Above salary or large commissions paid. The only machine sold in United States for less than $40, which are *fully licensed by Howe, Wheeler & Wilson, Grover & Baker, Singer & Co., and Bachelder*. All other cheap machines are *infringements*. Circulars *free*. Address or call upon SHAW & CLARKE, Biddeford, Maine, or at No. 823 Broadway, New-York; No. 236 Carter-st., Philadelphia, Penn.; No. 14 Lombard's Block, Chicago, Ill.; No. 170 West 4th-st., Cincinnati, Ohio, or No. 8 Spaulding's Exchange, Buffalo, N. Y.

FIRST-CLASS CANVASSER WANTED for the city. Apply to the INDEX, No. 114 Fulton-st., from 3 to 4 P. M. only.

WANTED—A YOUNG MAN OF INTELLIGENCE and active habits, with about $500, to take charge of the office business of a respectable concern, and become interested in the same. Address N. R. G., Box No. 115 *Times* Office.

WANTED—A GOOD COOK, WASHER AND ironer; reference required. Apply at No. 235 West 22d-st., between 7th and 8th avs.

BUSINESS CHANCES.

WANTED—A PARTNER IN AN EDUCATIONAL business, already well established and most lucrative, but which, by the aid of more capital, would be immensely increased. If preferred, a mere interest in the business will be sold. Apply at No. 37 Park-row, Room 19.

LOST AND FOUND.

FOUND—ON THE 23D INST., ON BOARD A ferry-boat, a purse containing a small amount of money. The owner can obtain it by calling upon the Cashier of W. Bailey, Lang & Co., No. 54 Cliff-st., New-York, proving property and paying the cost of advertisement.

AUCTION SALES.

J. H. DRAPER, Auctioneer.
UNITED STATES COTTON SALE.
JOHN H. DRAPER & CO.
will sell on THURSDAY, Dec. 28, 1865,
at 1 o'clock P. M.,
by order of Simeon Draper, U. S. Cotton Agent,
ABOUT 3,000 BALES MEMPHIS
AND
NEW-ORLEANS COTTON.

The above cotton has been classed and sampled by G. W. Amory, and may be seen in the bale at the Atlantic Dock, Brooklyn, and by sample at the office of the auctioneers, No. 36 Pine-st., New-York, two days before the sale.

25,000 TONS SCRANTON COAL AT AUCTION.
NEW-YORK, Dec. 19, 1865.

The Delaware, Lackawanna and Western Railroad Company will hold their THIRTY-FIRST AUCTION SALE OF COAL on WEDNESDAY, the 27th day of December, 1865, at 12 o'clock, noon, at their new Salesroom, No. 26 Exchange-place, corner of William-st., at which time they will sell, by Messrs. JOHN H. DRAPER & CO., Auctioneers,

TWENTY-FIVE THOUSAND TONS of FRESH MINED SCRANTON COAL, of the usual sizes, deliverable at their Depot, Elizabethport, N. J., during the month of January next.

The sale will be positive; each lot put up will be sold to the highest bidder; no bids, in any form whatever, being made for account of, or on behalf of the Company. The conditions will be fully made known at the time of sale.

Terms: Fifty cents per ton, in current funds, payable on the day of sale, and the balance, with the government tax of six cents per ton, in current funds, within ten days thereafter, at the office of the company.
JOHN BRISBIN, President.

GOVERNMENT SALES.
SALE OF RESERVED HORSES.
QUARTERMASTER'S OFFICE,
WASHINGTON, D. C., Dec. 12, 1865.

The Quartermaster-General of the army directs that all government horses, now at Giesboro, D. C., be sold to the highest bidders.

Sales will therefore take place at Giesboro, D. C., beginning on
THURSDAY NEXT, Dec. 14, 1865,
and continuing on each TUESDAY and THURSDAY thereafter, until all are disposed of.

A boat will leave the 6th-st. wharf every hour on the days of sale.

These horses have been carefully selected, and are superior to any heretofore offered for sale.

Animals will be sold singly.

Sales to commence at 10 o'clock A. M.

Terms—Cash in United States currency.
JAMES A. EKIN,
Brevet Brigadier-General in charge,
First Division, Q. M. G. O.

HENRY H. LEEDS, Auctioneer.

H. H. LEEDS & MINER WILL SELL BY auction, on
WEDNESDAY, Dec. 27,
At 11 o'clock, at their salesroom, No. 8 Liberty-st., a few doors west of Broadway,
CLOSING SALE OF VERY SUPERIOR OLD WINES, BRANDIES, SEGARS, &c., continued from 19th inst.

Also, a few very choice reserve lots, viz: Sherry, pale, brown and golden, of great age; a few demijohns of very old French brandy, Scotch whisky, and Bourbon, 20 years old. The catalogue will include very old London Dock, Jamaica, St. Croix, Grenada and Antique rums, Holland and English gins, old Madeiras, old white seal sherries, Stockwell's and McGibbar's Bourbon, very old rye whisky, old Irish whiskies, Hennessy, Otard & Godard brandies. Also, an invoice of very select wines, brandies, &c., imported in cases of one dozen each, bottled in London by the oldest shipping-house in Great Britain. Also, lots remaining of the private stock, very rare.
ALSO,
The balance of the invoice of fine Havana cigars remaining from the sale of Dec. 19, consisting of Cabanas, Figaro, La Rosa, De Santiago, La Rosa and other favorite brands.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
WASHINGTON CITY, Dec. 4, 1865.

SALE OF A LOT OF CONDEMNED NAVY CANNON AT THE NAVY YARD, PORTSMOUTH, N. H.—Notice is hereby given, that there will be sold at the Navy-yard, Portmouth, N. H., at public auction, on the 28th day of December, 1865, at noon, a large lot of old Navy Cannon.

These cannon will be sold by the pound to the highest bidder.

Terms cash in government funds, one-half of the purchase money to be paid at the end of the sale, and the remainder within ten (10) days afterward, at which time the cannon must be removed from the Navy-yard; otherwise they will revert to the government.

Further information regarding the sale will be given on application to the ordnance officer at the Portsmouth Navy-yard.
H. A. WISE,
Chief of Bureau of Ordnance,
Navy Department.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
WASHINGTON CITY, Dec. 11, 1865.

SALE OF UNSERVICEABLE AND DAMAGED NAVY POWDERS AT NEW-YORK.—There will be sold to the highest bidders, at public auction, at noon of the 28th day of December, 1865, at the office of Inspector of Ordnance in the Brooklyn Navy-yard, by samples, three thousand (3,000) barrels of unserviceable and damaged navy powders.

Terms—Cash in government funds, one-half of the amount to be deposited at the end of the sale, and the remainder within ten (10) days afterward, during which time the powders must be removed from the Naval Magazine on Ellis' Island by the purchasers, otherwise they will revert to the government.
H. A. WISE,
Chief of Bureau.

J. H. DRAPER, Auctioneer.
UNDERWRITER'S SALE OF DAMAGED COTTON.
JOHN H. DRAPER & CO.
Will sell on THURSDAY, Dec. 28, 1865, at 12 o'clock noon, at the Battery,
About 1,000 bales of
DAMAGED COTTON,
balance of cotton saved from the fire at No. 15 State-st.

By T. R. MINTURN, Auctioneer.
TUESDAY, DEC. 26, AT 11 O'CLOCK, within the Store.
NEW CROP MESSINA LEMONS.
400 cases New Crop
Messina Lemons,
Landing ex steamer *Virginia*.

ARTISTS' FUND SALE.

The beautiful collection of pictures contributed by the artists are now on exhibition at the NATIONAL ACADEMY, cor. of 23d-st. and 4th-av., and will be sold on the evening of FRIDAY, Dec. 29, at 7½ o'clock, by H. H. Leeds & Miner, auctioneers.

NOTICE IS HEREBY GIVEN THAT I will sell at public auction for account of whom it may concern, nine bonds of the Amboy, Lansing and Traverse Bay Railroad Company, 31, 36 and 64, 65, on the 27th day of December, 1865, at No. 60 Liberty-st., at 10 o'clock in the forenoon.
EDWARD SCHENCK, Auctioneer.

FURS.

FURS

For Holiday Presents
AT
GREATLY REDUCED PRICES.
SETS IN
MINK at $30 to $100.
ROYAL ERMINE at $40 to $75.
SABLE at $125 to $600.
SIBERIAN SQUIRREL at $15 to $25.
Misses' ERMINE SETS at $12 to $35.
Misses' IMITATION ERMINE SETS at $7 to $9.
Misses' SIBERIAN SQUIRREL SETS at $8 to $14.
Rich Carriage and Sleigh Robes, Foot Muffs; Mink, Astracan and other trimmed Hoods and Skating Caps, &c., &c.
BURKE, No. 461 Broadway,
(adjoining Lord & Taylor's,)
and No. 154 Fulton-st.

CARRIAGE AND SLEIGH ROBES
AT REDUCED PRICES.

Wolf robes, $30 to $40; fancy, $20 to $25; buffalo, $14 to $30; polar and black bear, white and red fox, wolverine, and other choice robes, at greatly reduced prices.
BURKE, No. 461 Broadway,
Adjoining Lord & Taylor's,
And No. 154 Fulton-st.

FURS! FURS!—WE WILL SELL FOR THIRTY days only, our extensive stock at greatly reduced prices: Fine French and meadow mink sets, $10; Siberian mink sets, beautiful, $35; rich mink sable sets, $50; splendid Siberian squirrel, $15; royal ermine, $45; sable extra, $150; ladies' hoods, skating caps, Hudson Bay and prairie wolf, black and grizzly bear, white, red and gray fox robes; gent's fur caps, collars and gloves, very low. WM. E. FLEMING, No. 310 Broadway, corner of Fulton-st.

ATTENTION LADIES.—THE NEW-YORK FUR MANUFACTURING COMPANY, No. 89 Chatham-st., opposite Crook's white marble hotel. Sets $5 and upward. Brook mink collar and muff, at $6. French mink collar and muff, at $8. Mink sable, sets $25 to $50; fine rich setts, $80; Siberian squirrel setts, $15; and an endless variety of all other furs equally as low. Altering and repairing to the latest styles. Receipts given to purchasers to insure against moths.
FLEMING, Manager.

NEW PUBLICATIONS.

THE BEST HOLIDAY PRESENTS.
HANDSOMELY BOUND ENGLISH BIBLES.
AMERICAN EPISCOPAL PRAYER BOOKS
CHURCH SERVICES, &c., &c.
FANCY LEATHER GOODS, AS TOURISTS' CASES, POCKET-BOOKS, DESKS, ALBUMS, &c.
EYRE & SPOTTISWOODE,
No. 626 Broadway, New-York.
Branch of London establishment.

A MAGNIFICENT PRESENT.
THE RICHEST ILLUSTRATED BOOKS PUBLISHED IN THIS COUNTRY.
AUDUBON'S
BIRDS AND QUADRUPEDS OF NORTH AMERICA.
PRICES OF BOTH WORKS TOGETHER,
FOLIO, OR LIFE-SIZE EDITION,

3 vols. Plates and 7 vols. Text, half Russia, extra	$550 00
3 vols. Plates and 7 vols. Text, half Russia, gilt edges	$675 00

ROYAL OCTAVO, OR LIBRARY EDITION.

11 vols. half Turkey Morocco	$200 00
11 vols. half Turkey, gilt tops, uncut edges	$212 50
11 vols. full Turkey Morocco, gilt edges	$225 00

Either of the works sold separately.
PUBLISHED BY
GEORGE R. LOCKWOOD,
Late Roe Lockwood & Son,
No. 411 Broadway, New-York.

HOLIDAY BOOKS CHEAP.
10,000 ALBUMS, Cheap.
1,000,000 CHILDREN'S BOOKS, Cheap.
100,000 ILLUSTRATD BOOKS, Cheap.
Complete sets of "HARPER'S," in all styles of binding, at half the publishers' prices, at
CHAS. A. MILLER'S, No. 76 Nassau-st.

MATRIMONY.—WHY EVERY MAN SHOULD marry. Why every woman should marry. All may marry. To know, read ILLUSTRATED MARRIAGE GUIDE AND MEDICAL ADVISER, by WM. EARL, M. D.; 240 pages. Mailed everywhere in double wrapper, on receipt of 30 cents. Address 12 White-st., New-York.

SHIPPING.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S NEW LINE OF FIRST-CLASS MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The first splendid vessels on this favorite route for the continent are the following:

WASHINGTON	3,204 tons	900-horse power
LAFAYETTE	3,204 tons	900-horse power
EUROPE	3,204 tons	900-horse power
NAPOLEON III		1,100-horse power
ST. LAURENT	(Building)	Great power.
PEREIRE	(Building)	Great power.
VILLE DE PARIS	(Building)	Great power.

DEPARTURES FROM NEW-YORK.
Pier No. 50 North River.

EUROPE	A. DUCHESNE	FRIDAY	Jan. 5
WASHINGTON	M. SURMONT	FRIDAY	Feb. 2

Carrying only cabin passengers.
PRICE OF PASSAGE IN GOLD.

First cabin, $135; second cabin, $80, including table wine for either class.

Passengers intending to land at Brest will be furnished here with railroad coupon tickets, and their baggage checked to Paris, at an additional charge of $5 for first and $3 for second class.

Medical attendance free of charge.

For further information apply to
GEO. MACKENZIE, Agent,
Removed from No. 7 to 58 Broadway.
At Paris, 12 Boulevard des Capucines, (Grand Hotel.)
At Havre, WM. ISELIN & CO.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.
AND
BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.

JAVA leaves New-York Wednesday, Dec. 27.
CUBA leaves Boston Wednesday, Jan. 3.
AUSTRALASIAN leaves New-York Wednesday, Jan. 10.
CANADA leaves Boston Wednesday, Jan. 17.
SCOTIA leaves New-York Wednesday, Jan. 24.
ASIA leaves Boston Wednesday, Jan. 31.

FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage.....$132 50
Second Cabin Passage.....80 00
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage.....$112 50
Second Cabin Passage.....65 00

Payable in gold, or its equivalent in United States currency.

Berths not secured until paid for.
An experienced surgeon on board.
The owners of these ships will not be accountable for Specie or Valuables unless bills of lading, having the value expressed, are signed therefor.
For freight or passage, apply to
E. CUNARD, No. 4 Bowling-green.

NATIONAL STEAM NAVIGATION CO.

(Limited.)
NEW-YORK TO LIVERPOOL,
Calling at Queenstown to land passengers.

Ships.	Tons.	Commanders.
QUEEN	3,412	Grogan.
ENGLAND—building	3,450	
SCOTLAND	3,695	Hall.
ERIN	3,310	Grace.
HELVETIA	3,315	Prowse.
PENNSYLVANIA	2,872	McNevin.
VIRGINIA	2,876	Lewis.
LOUISIANA	2,166	Cutting.

Leaving Pier No. 47 North River, as follows:

QUEEN	SATURDAY, Dec. 16
HELVETIA	SATURDAY, Dec. 23
VIRGINIA	SATURDAY, Dec. 30
SCOTLAND	SATURDAY, Jan. 6

AND EVERY SATURDAY THEREAFTER.

The size of these steamships admits of very spacious state-rooms, all opening directly into the saloon; the accommodations and table are unsurpassed, and the rates lower than by any other line.

An experienced surgeon on each ship free of charge.

Cabin passage, $90; Steerage, $30—payable in currency.

The owners of these vessels will not be accountable for specie or valuables unless bills of lading, having their value expressed therein, are signed therefor.

For freight or cabin passage, apply at the office of the Company, No. 57 Broadway.
C. H. EDWARDS, Manager.

For steerage passage at THOMPSON'S Passage Office, No. 273 Pearl-st., and at the Company's Office, No. 57 Broadway.

ONLY AMERICAN LINE TO ENGLAND AND FRANCE.

The New-York and Havre Steamship Company's first-class mail steamships ARAGO and FULTON, having been thoroughly refitted, will leave Pier No. 37 North River for Havre, calling at Falmouth, as follows:

ARAGO	HENRY A. GADSDEN	Nov. 25, 1865.
FULTON	HENRY A. WOTTON	Dec. 23, 1865.
ARAGO	HENRY A. GADSDEN	Jan. 20, 1866.
FULTON	JAMES A. WOTTON	Feb. 17, 1866.
ARAGO	HENRY A. GADSDEN	March 17, 1866.
FULTON	JAMES A. WOTTON	April 14, 1866.

PRICES OF PASSAGE IN GOLD.
First cabin.....$132 50 | Second cabin.....$80 00
Through tickets to London, $5 extra.

An experienced surgeon on board.

The company will not be responsible for specie or valuables unless bills of lading, having the value expressed, are signed therefor.

For further information, apply to
ISAAC BELL, President,
No. 7 Broadway, New-York.

STEAM TO LIVERPOOL—CALLING AT Queenstown. The Inman Line, sailing semi-weekly, carrying the United States Mails.
CITY OF LIMERICK.....THURSDAY.....Dec. 28
[illegible].....SATURDAY.....Dec. 30
CITY OF [illegible].....SATURDAY.....Jan. 6
EDINBURGH.....SATURDAY.....Jan. 6
and each succeeding SATURDAY and WEDNESDAY, at noon, from Pier No. 44 North River.

RATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.
First Cabin.....$90 | Steerage.....$30
First Cabin to London.....95 | Steerage to London.....33
First Cabin to Paris.....105 | Steerage to Paris.....40
PAYABLE IN GOLD.

Passage by the Wednesday steamers: First Cabin, $90; Steerage, $35. Payable in U. S. currency.

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.

Steerage passage from Liverpool or Queenstown, $30 gold, or the equivalent. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's Offices.
JOHN G. DALE, Agent, No. 15 Broadway, New-York.

ONLY LINE OF BRITISH STEAMERS carrying passengers direct to Great Britain.
ANCHOR LINE.
Steam to Liverpool, Glasgow and the Irish ports.
BRITANNIA.....SATURDAY, Dec. 30.
CALEDONIA.....SATURDAY, Jan. 13.
Cabins, $90, $80, $70. Steerage, $30, in currency.
FRANCIS MACDONALD & CO.,
No. 6 Bowling-green.
Passengers will please come direct to the office, as this company do not employ runners.

PASSAGE TO AND FROM GREAT BRITAIN and IRELAND by TAPSCOTT'S favorite lines of LONDON and LIVERPOOL PACKETS, sailing every week. Parties wishing to send for their friends or remit money to the Old Country can do so on the most favorable terms by applying to
TAPSCOTT, BROTHERS & CO.,
No. 86 South-st.

STEAM TO LONDON.—THE SPLENDID BRITISH iron steamship BELLONA, 2,500 tons, Capt. E. DIXON, will sail as above, from Pier No. 3 North River, on THURSDAY, Dec. 28. For passage at the lowest rates, apply to CHAS. A. WHITNEY, No. 26 Broadway. For freight apply at No. 54 South-st.
HOWLAND & ASPINWALL, Agents.

FOR HAVANA DIRECT.

The United States mail side-wheel steamship
MORRO CASTLE,
R. ADAMS, Commander,
will leave Pier No. 4 North River, on WEDNESDAY, Dec. 27, at 3 o'clock, P. M., precisely, for Havana direct.
For freight or passage apply to
SPOFFORD, TILESTON & CO.,
No. 29 Broadway.
P. S.—The favorite steamship EAGLE will succeed the MORRO CASTLE, and leave on Jan. 3.

UNITED STATES MAIL LINE FOR RIO DE JANEIRO, calling at St. Thomas, Para, Pernambuco, and Bahia every trip.
THE UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY
will dispatch regularly on the 29th of each month, at 3 P. M., from Pier No. 43 North River, one of their new first-class steamships.
THE HAVANA,
M. R. GREENE, Commander,
will leave
ON FRIDAY, THE 29TH DECEMBER.
An experienced Surgeon is attached to each steamship.
All letters must pass through the Post-office.
Large lots of heavy freight, at low rates.
For freight or passage apply to
THOMAS ASENCIO & CO.,
No. 17 Broadway.

SAVANNAH, GEORGIA.

FROM PIER NO. 2, NORTH RIVER.
EMPIRE SIDEWHEEL LINE.

The splendid sidewhee steamship SAN SALVADOR, JOSHUA ATKINS, Commander, of the Atlantic Mail Steamship Company's Line, will sail for Savannah, direct, from Pier No. 2, North River, on SATURDAY, Dec. 30, at 3 o'clock precisely.

Freights to all parts of Georgia, Florida and Northern Alabama, forwarded by our agent at Savannah, free of commission.

Rates furnished by the undersigned.

The steamer SAN JACINTO follows Jan. 6, 1866.

The passenger accommodations on these steamers are unsurpassed. Apply to
GARRISON & ALLEN, Agents,
No. 2 Bowling-green.
Agent at Savannah,
B. H. HARDEE.

FOR SAVANNAH DIRECT.

STAR LINE.
Connecting with railroad throughout Georgia and Florida.
The first-class United States mail steamships

CONSTITUTION	GREENMAN, Commander,
AMERICA	LINDT, Commander,
NEVADA	CARPENTER, Commander,
WEYBOSSET	PARISH, Commander.

THE
CONSTITUTION
will sail from Pier No. 13 North River, foot of Cedar-st., on SATURDAY, Dec. 30, at 3 P. M.
For freight or passage, having superior accommodations, apply to
WAKEMAN, GOOKIN & DICKINSON,
No. 17 Broadway.
Agent in Savannah, BRIGHAM, BALDWIN & CO.
Freights received on our covered Pier No. 13 North River, at all times during the day.

FOR SAVANNAH, GA.

MURRAY'S WEEKLY LINE.
Connecting with railroads throughout Georgia and Florida.
The first-class steamships
LEO, MERRILL, Commander.
VIRGO, BULKLEY, Commander.
ZODIAC, DEARBORN, Commander.
The entirely new and fast-sailing steamship LEO is now receiving freight at Pier No. 16 East River, and will sail on SATURDAY, Dec. 30, at 3 o'clock P. M.
For freight or passage apply to
MURRAY & NEPHEW, No. 62 South-st.

FOR SAVANNAH.

PIONEER LINE.
Cabin Passage.....$35 | Deck Passage.....$10
The new and first-class steamship HUNTER, Capt. M. L. ROGERS, will leave Pier No. 4, North River, on THURSDAY, Dec. 28, at 3 o'clock P. M.
For freight or first-class passage, apply to
LEWIS L. JONES, No. 17 Broadway.
For deck passage apply on board.
Agents in Savannah, HUNTER & GAMMELL.

FOR MOBILE DIRECT.

REGULAR LINE.
The first-class steamships
GULF CITY, Capt. JAMES STEWART.
GULF STREAM, Capt. ROBERT MOUNT.
VICKSBURGH, Capt. WILLIAM F. MCCREBY.
MERCEDITA, Capt. E. C. WILLIAMS.
For freight or passage, with superior accommodations, apply to
SMITH & DUNNING,
No. 65 South-st.
Extra freight will be charged on all goods for which bills of lading are not taken out before the steamer sails.

FOR MOBILE—MERCHANTS' LINE

Goes to the wharf with all her cargo. To sail on SATURDAY, 30th inst., at 3 o'clock P. M.
The fine A 1 fast-sailing side-wheel steamship DACOTAH, WM. JONES, Master, now loading at Pier No. 8 East River, will sail as above.
For freight or passage apply to
MURRAY & NEPHEW, No. 62 South-st.,
or, JAMES W. ELWELL & CO., No. 51 South-st.
A. J. INGERSOLL & CO., Agents, Mobile.

UNITED STATES PASSPORT OFFICE, No. 41 CHAMBERS-ST.—Passports from the Department of State, indispensable to travelers, issued by A. C. WILLMARTH, Room No. 28.

SHIPPING.

PACIFIC MAIL STEAMSHIP COMPANY'S

THROUGH LINE

TO CALIFORNIA,

AND CARRYING THE UNITED STATES MAIL, leave Pier No. 42 North River, foot of Canal-st., at 12 o'clock noon, on the 1st, 11th and 21st of every month, (except when those dates fall on Sunday, and then on the preceding Saturday,) for ASPINWALL, connecting, via Panama Railway, with one of the company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

DECEMBER.
30th. HENRY CHAUNCEY, connecting with SACRAMENTO.
JANUARY.
11th. ATLANTIC, connecting with GOLDEN AGE.
20th. NEW-YORK, connecting with CONSTITUTION.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS; 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

THROUGH PASSAGE RATES, IN CURRENCY.

First Cabin.	Second Cabin.	Steerage.
$300	$200	$100

A discount of ONE-QUARTER from steamers' rates will be allowed to second cabin and steerage passengers accompanied by their families.

Baggage checked through. One hundred pounds allowed each adult.

An experienced surgeon on board. Medicines and attendance free.

For passage tickets or further information apply at the company's ticket office, on the wharf, foot of Canal-st., North River, New-York.
F. W. G. BELLOWS, Agent.

REDUCTION IN FREIGHT TO CALIFORNIA.

The PACIFIC MAIL STEAMSHIP COMPANY'S steamer HENRY CHAUNCEY will sail from Pier No. 42 North River on SATURDAY, Dec. 30, at 12 o'clock noon.

Freight received as usual.

Commencing with this steamer, we shall CLASSIFY FREIGHT, and have so REDUCED RATES that shippers will be enabled to forward a large proportion of goods VIA THE ISTHMUS that have heretofore sought other modes of transportation.

Tables of classification, rates, &c., furnished at our freight-offices.

SHIPPERS MUST BE PARTICULAR TO SEND WITH EACH CARTLOAD A MEMORANDUM OF CONTENTS AND WEIGHT OF EACH CASE.
WELLS, FARGO & CO., No. 84 Broadway,
Sole Freight Agents P. M. S. S. CO.

OPPOSITION LINE TO CALIFORNIA.

EXTRAORDINARY LOW PRICES.

First Class.	Second Class.	Third Class.
$225.	$125.	$50.

The Central American Transit Company will sell passage tickets at above rates,
THROUGH TO SAN FRANCISCO,
sailing from New-York on the splendid steamer
SANTIAGO DE CUBA,
JERRY W. SMITH, Esq., Commander,
from Pier No. 29 North River, at NOON on Jan. 20.
SPECIAL NOTICE.—Apply early for your tickets by a remittance by mail, or at No. 177 West-st., corner of Warren-st.
D. N. CARRINGTON, Agent.

OFFICE OF WELLS, FARGO & CO., NEW-YORK AND CALIFORNIA EXPRESS AND EXCHANGE COMPANY, NO. 84 BROADWAY, NEW-YORK.—SHIPPERS OF FREIGHT TO THE PACIFIC COAST will please take notice that having been appointed Freight Agents Pacific Mail Steamship Company, we are now prepared to receive freights for California, Oregon, Nevada, Washington Territory, Sandwich Islands, Central America and west coast of South America.

For rates apply at our office, No. 84 Broadway, or freight office on dock foot of Canal-st.

Steamers will sail 1st, 11th, and 21st of each month; those dates falling on Sunday, on preceding Saturday.

No slow freight received on day of sailing. Freight MUST BE DELIVERED ON DOCK FOOT OF CANAL-ST. Bills of lading will be issued at No. 84 Broadway. Our usual package express will be sent by each steamer, and will close at 10 A. M. on sailing day. Our letter bags will close at 11½ A. M. For convenience of our up-town customers, letter bags will be kept at the Metropolitan Hotel and on the dock, foot of Canal-st.

Our FRANKED ENVELOPES will be on sale at the office of the hotel, and at our office, No. 84 Broadway, and Canal-st. dock.

All letters sent through us must be in Government envelopes.

Sight Exchange on San Francisco for sale.

Telegraphic transfers of money made to all points reached by the wires on West Coast.

California coupons bought at best rates.
WELLS, FARGO & CO.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
Consignees of freight per Pacific Mail Steamship Company's steamers will receive orders for delivery at the offices of Wells, Fargo & Co., No. 84 Broadway, upon surrender of their bills of lading.
Goods remaining on the wharf twenty-four hours after discharge will be stored at expense and risk of consignees.
WELLS, FARGO & CO.,
Sole Agents P. M. S. S. Co.

NEW-ORLEANS DIRECT.

WEDNESDAYS and SATURDAYS.—The New-York Mail Steamship Company's steamship COSTA RICA will leave on SATURDAY, Dec. 30th, at 3 P. M., from the Company's Pier, No. 46 North River.
For freight or passage apply to
JAMES A. RAYNOR, No. 10 Barclay-st.
N. B.—This company will not dispatch a steamer on Wednesday, 27th inst., and the COSTA RICA will not commence to receive freight until Thursday morning, 28th inst.

FOR NEW-ORLEANS, VIA HAVANA.

The elegant steamship
CREOLE,
N. ANDERSON, Commander,
will sail from Pier No. 21 North River, foot of Fulton-st., for the above ports, on THURSDAY, Dec. 28, at 3 o'clock P. M.
All bills of lading signed at the wharf.
For freight or passage, with superior accommodations, apply to
G. HEINEKEN & PALMORE,
No. 115 Broadway.

FOR NEW-ORLEANS, DIRECT.

The new and first-class steamship NESHANNOCK, Capt. J. H. WINCHESTER, will leave Pier No. 9, North River, SATURDAY, Dec. 30, at 3 P. M.
Passage, with most luxurious accommodations, $60.
For freight or passage apply to
H. B. CROMWELL & Co.,
No. 86 West-st.

FOR NEW-ORLEANS—DIRECT.

The first-class fast sailing steamship R. R. CUYLER, Capt. S. H. DOLLARD, will sail from Pier No. 13, North River, on SATURDAY, Dec. 30, at 3 P. M. This line is now prepared to receive freight at all times during business hours, upon the pier No. 13 North river.
For freight or passage, having elegant accommodations, apply to
R. LOWDEN, Agent,
No. 54 Wall-st.
GEO. A. FOSDICK, Agent at New-Orleans.

FOR CHARLESTON, S. C.

REGULAR UNITED STATES MAIL LINE OF FIRST-CLASS STEAMSHIPS.
GRANADA,
ALHAMBRA,
ALDALUSIA,
SARAGOSSA,
and the QUAKER CITY,
WEDNESDAYS and SATURDAYS,
Will be dispatched promptly at 3 o'clock, from pier No. 14 East River.
Bills of lading signed on board.
For freight or passage, apply to
ARTHUR LEARY, No. 73 William-st.
The New-York built, very fast and new steamship
GRANADA, RODNEY BAXTER, Master,
is now receiving cargo, and will be dispatched on WEDNESDAY, Dec. 27.

FOR CHARLESTON, S. C.

PEOPLE'S MAIL STEAMSHIP COMPANY.

EMILY B. SOUDER	Capt. H. LOCKWOOD
MONEKA	Capt. WM. MARSHMAN

The above splendid steamships will leave every THURSDAY, at 3 P. M., from Pier No. 36 North River, invariably landing cargo at Charleston on Monday morning.
The new and elegant steamship
EMILY B. SOUDER,
sails on SATURDAY, Dec. 30, at 3 o'clock P. M.
For freight or passage, with unsurpassed accommodation,
Apply to
LIVINGSTON, FOX & CO., No. 141 Broadway.
Consignees at Charleston, ARCHIBALD, GETTY & CO. All bills of lading signed on board the ship.

NEW-YORK AND VIRGINIA STEAMSHIP COMPANY.

THE OLD LINE.
From Pier No. 21, North River, foot of Fulton-st., for Norfolk, City Point and Richmond.
STEAMERS GO TO THE WHARF AT RICHMOND.
The new and elegant sidewheel steamships,
NIAGARA,
GEORGE W. COUCH, Commander,
Leaves New-York every SATURDAY, at 3 P. M.
SARATOGA,
ADOLPH L. KING, Commander,
Leaves New-York every WEDNESDAY, at 3 P. M.
Bills of lading signed at the wharf.
Passenger accommodations unsurpassed.
G. HEINEKEN & PALMORE,
No. 115 Broadway.
Goods to and from all parts of Virginia, North Carolina, Tennessee, &c., forwarded by the company's agents free of commission.

FOR RICHMOND, CITY POINT AND NORFOLK.

GOES TO THE WHARF AT RICHMOND.
The new and elegant SIDE-WHEEL steamships
HATTERAS, Capt. LEWIS PARRISH, every SATURDAY, at 12 M.
ALBEMARLE, Capt. H. A. BOURNE, every WEDNESDAY, at 12 M.
FROM PIER NO. 36 NORTH RIVER.
Freight for Newbern, N. C., and all points on Roanoke River, as far as Halifax, forwarded by our agent at Norfolk, free of charge.
For freight or passage, having unsurpassed accommodations. Apply to
LIVINGSTON, FOX & CO.,
No. 141 Broadway.
Freight received on our covered pier, No. 36 North River, at all times during business hours.
Goods consigned to our address promptly forwarded.
All bills of lading signed on board the ship.

COMMERCIAL LINE OF U. S. M. STEAMSHIPS FOR WILMINGTON, N. C.

FAIRBANKS, Capt. WM. POWELL.
WM. P. CLYDE, Capt. JAS. S. ROBBINS.
WASHINGTON, Capt. O. CHICHESTER.
The A 1 steamship WM. P. CLYDE is now receiving freight, and will sail on WEDNESDAY, Dec. 27, at 4 P. M. Superior accommodations for passengers. For freight or passage apply to CHAS. H. PIERSON, No. 77 South-st., or JAMES HAND, No. 117 Wall-st.

PORTLAND STEAMSHIPS—CHANGE OF PIER.—The business of the New-England Steamship Company's Portland line of steamers, will be removed on Jan. 1, 1866, from Pier No. 9, North River, to Pier No. 38, East River, foot of Market-st. This new wharf is covered with a substantial water-proof building, affording thorough protection to inward and outward cargoes. H. B. CROMWELL & CO, No. 86 West-st.

STEAMBOATS.

THE GREAT INSIDE ROUTE FOR BOSTON.

AVOIDING POINT JUDITH.
STONINGTON LINE OF STEAMERS,
being the safest and quickest between Boston and New-York. The staunch and splendid steamer
COMMONWEALTH, Capt. J. W. WILLIAMS,
On TUESDAYS, THURSDAYS and SATURDAYS;
PLYMOUTH ROCK, Capt. J. C. GEER,
On MONDAYS, WEDNESDAYS and FRIDAYS, at 4 o'clock P. M. from Pier No. 18 North River.
These boats are unsurpassed for comfort, strength and safety. State-rooms secured at the office, Pier No. 18, on board the boat, No. 76 Washington-st., Boston, and at the Providence Depot.
Return trains leave Boston at 5½ P. M.
M. R. SIMONS, Agent.

FOR PROVIDENCE DIRECT.

The new and staunch side-wheel steamer CITY OF PROVIDENCE, 900 tons burden, GEO. B HALL, Commander, will leave Pier No. 33, North River, foot of Jay-street, every TUESDAY, THURSDAY and SATURDAY, at 4 P. M. For freight or passage apply on board, or to E. PHILLIPS, No. 148 Pearl-st. Fare $2.

FOR NEW-HAVEN, HARTFORD AND SPRINGFIELD—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., (Sundays excepted.)

MUSICAL.

THE WEBER PIANO-FORTE

is called the best instrument made by all the leading musicians of this city and elsewhere. It is pronounced by the National Piano-forte Association, after a trial in their rooms with the first manufacturers of this country, eminently the *best piano in America*, and used by the Conservatory of Music and other high music schools, altogether because of their immense power, equality, sweetness and brilliancy of tone, elastic touch and great durability. Warerooms No. 429 Broome-st., near Broadway.

THE MASON & HAMLIN CABINET ORGANS.—FIFTY-TWO GOLD or SILVER MEDALS or OTHER HIGHEST PREMIUMS have been awarded M. & H. within a few years, and SEVENTEEN within the last four weeks, for THE BEST INSTRUMENTS OF THIS GENERAL CLASS.

Printed testimony is presented in their circulars from more than two hundred and fifty of the most eminent organists and musicians in the country that THE MASON & HAMLIN CABINET ORGANS ARE UNEQUALED. Prices, $110 to $600. Warerooms No. 596 Broadway, New-York.

"A WORD TO THE WISE IS SUFFICIENT."

THE
STODART
PIANO-FORTE!

Recommends itself to those desirous of purchasing an instrument of unequaled durability of wear, strength of mechanism, beauty of tone and finish and exquisiteness of touch.

Thousands of these unrivaled instruments have been sold since the factory has been in operation, and in no case has a single one failed to give the most unqualified satisfaction to the purchaser.

Thirty years of continued success, with the proper application of all REALLY valuable improvements, has proved them far superior to any instrument now manufactured, both for *sweetness of tone, power and brilliancy*.
STODART & MORRIS, Manufacturers,
No. 684 Broadway, New-York.

STEINWAY & SONS'

GRAND, SQUARE AND UPRIGHT PIANO-FORTES,

are now acknowledged the best instruments in America as well as in Europe, having taken thirty-two First Premiums, Gold and Silver Medals, at the principal fairs held in this country within the last ten years, and in addition thereto they were awarded a First Prize Medal at the Great International Exhibition in London, 1862, in competition with two hundred and sixty-nine pianos, from all parts of the world.

Among the many and most valuable improvements introduced by Messrs. STEINWAY & SONS in their Piano-fortes,

THE SPECIAL ATTENTION OF PURCHASERS
is directed to their
PATENT AGRAFFE ARRANGEMENT.

The value and importance of this invention having been practically tested, in all their grands and highest-price square Piano-fortes, and admitted to be the greatest improvement of modern times, they now announce that they have determined to introduce their "Patent Agraffe Arrangement" in every Piano-forte manufactured by them, without increase of cost to the purchaser, in order that all their patrons may reap the full advantage of this great improvement.

Extract from the testimonial of the most distinguished Artists to STEINWAY & SONS:

Among the chief points of the uniform excellence of the STEINWAY Pianos are:

Greatest possible depth, richness and volume of tone, combined with a rare brilliancy, clearness, and perfect evenness throughout the entire scale, and, above all, a surprising duration of sound, the pure and sympathetic quality of which never changes under the most delicate or powerful touch.

We therefore consider the STEINWAY Pianos in all respects the best instruments made in this country or in Europe, use them solely and exclusively ourselves in public or private, and recommend them invariably to our friends and the public.

S. B. MILLS,	WM. MASON,	A. H. PEASE,
ROBERT GOLDBECK,	ROBERT HELLER,	F. L. RITTER,
HENRY C. TIMM,	WM. BERGE,	THEO. EISFELD,
GEO. W. MORGAN,	E. MUZIO,	C. BERGMANN,
THEO. THOMAS,	CARL ANSCHUTZ,	MAX MARETZEK,

And many others.

STEINWAY & SONS'
WAREROOMS, Nos. 71 and 73 EAST FOURTEENTH-ST., between Union-square and Irving-place, New-York.

THE NEW GOLD MEDAL PIANO.

LINDEMAN & SONS'
CELEBRATED AND UNEQUALED
PATENT CYCLOID PIANO-FORTES
Were awarded at the late Fair of the American Institute the
FIRST-PREMIUM GOLD MEDAL
FOR
NOVELTY, SUPERIORITY AND EXCELLENCE.

Similar testimonials were awarded these Unequaled Instruments at the State Fairs of Michigan, Indiana, Kansas, and wherever they have been exhibited in competition during 1865. The Cycloid Piano has superiority of actual melodious power, and a purity and vocality of tone, a perfection of touch, a just mechanical construction, and will stand in tune longer than any other form of piano. N. B.—Warranted for six years. Warerooms, No. 2 Le Roy-place, Bleecker-st., one block west of Broadway.

Send for our new Gold Medal Circular.

THE TRINITY ANTHEMS,

(As used in Trinity Church, New-York.)
COMPOSED BY
HENRY S. CUTLER, Mus. Doc.

Volume I of this superb collection of Anthems is now ready. The words of these Anthems are literally from the Holy Scriptures, and make close application to the various Feasts and Fasts of the Christian Year, from the first Sunday in Advent to the fifth Sunday in Lent.

The work is splendidly issued, in royal octavo form, and substantially bound in cloth.

Price, $3 per copy. Sent by mail, postage paid, on receipt of price.
WM. A. POND & CO.,
No. 547 Broadway,
New-York.

HAZELTON BROTHERS,

OVERSTRUNG GRAND AND SQUARE PIANO-FORTE MANUFACTURERS,
No. 99 Prince-st., a few doors west of Broadway, N. Y.
These pianos have always received the first premium wherever they have been exhibited. A written guarantee for five years accompany each piano.

PIANOS AND ORGANS,

Great bargains for the holidays. Pianos at reduced prices for the Holiday Week, at T. S. BERRY'S, No. 593 Broadway.
PIANOS AND ORGANS TO LET.

TO PIANO DEALERS AND PURCHASERS.

Superior inducements and advantages are offered by CHAMBERS & GABLER, No. 14 6th-st.

MR. HENRY HOOPER, JR.,

TEACHER OF SINGING AND PIANO-FORTE.
Address at the music-store of L. M. Jacobs. 207 8th-av.

UNITED PIANO-FORTE MAKERS, No. 84 Walker-st., New-York.
Our company being composed entirely of superior workmen, we are enabled to produce a more perfect Piano-forte than any other house.
Every instrument guaranteed for five years.

AT CHAMBERS', 8TH-ST., CORNER 4TH-AV.—Elegant upright "Boudoir" Pianos in fine rosewood cases at moderate prices. Also a variety of superbly finished square pianos at lower prices than any other first-class house.
T. H. CHAMBERS, Bible House, New-York.

"SILVER TRUMPETS," GRAND MARCH, 35c.; Harmony in the Dome of St. Peter's, 20c. "Silver Trumpets" complete, as played at Rome on Christmas Day, 50c., mailed free.
FREDERICK BLUME, No. 208 Bowery.

I HAVE HEARD SWEET MUSIC STEALING—Beautiful new song and chorus, 30c. "Noontide Dream," serenade by Balfe, 35c.; for guitar, 30c. "It was my Mother's Voice," 35c.; for guitar, 30c.; violin, 15c.
FREDERICK BLUME, No. 208 Bowery.

PIANO-FORTES FOR HOLIDAY GIFTS, of every style, at prices from $100 to $150, lower than any other in the city, of equal quality. Two second-hand Pianos for sale—$60 and $125.
CUMMINGS & JENNYS, No. 726 Broadway.

HOLIDAY GIFT PIANOS ELEGANTLY finished in superb rosewood cases, for sale at moderate prices, by
T. H. CHAMBERS, 8th-st.,
Corner of 4th-av., in the Bible House.

HAINES BRO.'S PIANOS.—ACKNOWLEDGED to be the best in America; first premium awarded whenever exhibited; full satisfaction guaranteed. For sale, on reasonable terms, at the manufacturers', No. 360 2d-av., corner 21st-st.

A GREAT REDUCTION IN PIANOS THIS month, at BARMORE'S Warerooms, No. 348 Bleecker-st. Seventeen prize medals. Warranted five years. Fine second-hand Pianos cheap.

PIANOS TO LET.—J. M. PELTON. PIANOS, organs and melodeons. Sole depot of the celebrated Peloubet organs and melodeons, No. 841 Broadway, between 13th and 14th sts.

A. H. GALE & CO.—PIANO-FORTES Manufactory and Warerooms,
No. 107 East 12th-st. New-York.

A TENOR DESIRES PRIVATE INSTRUCTION. Address, stating terms and references, P. NELSON, Box No. 3,730 Post-office.

BOARDMAN & GRAY'S PIANO-FORTES.—A full assortment of these splendid instruments for sale at the depot, No. 748 Broadway.

LUMBER.

WELLS & BONTECOU,

OLD FIRM—BAKER, WELLS & CO.,
LUMBER DEALERS.
WHOLESALE AND RETAIL.
ESTABLISHED 1839.

YARDS—On West-st., between Houston and King and Houston and Clarkson sts., and Nos. 572 and 574 Washington-st.

STEAM MILL,
WASHINGTON-ST., corner of CLARKSON.
YARD OFFICE, No. 344 WEST-ST.
DOWN-TOWN OFFICE, No. 47 SOUTH-ST.

The particular attention of SHIPPERS and COUNTRY DEALERS is invited to our large first-class and well-assorted STOCK of LUMBER, including SCANTLING, SHINGLES, YELLOW PINE FLOORING and STEP PLANK, &c., &c.

DENTISTRY.

NITROUS OXIDE, OR LAUGHING GAS, is usually inhaled from a small bag, into which the impure air, or carbonic acid gas, from the lungs, is returned to be again inhaled, and the process repeated until the contents of the bag are nearly absorbed and pass into the system, the face often presenting a livid appearance, and the same bag being used for an unlimited number of persons, making it an operation from which all should instinctively shrink.

Dr. HOYT'S ANAESTHETIC NITROUS OXIDE has been administered by him for years, from a large receiver, by an apparatus so constructed that the impure air from the lungs cannot enter the receiver, but is thrown off into the atmosphere, enabling the patient to inflate the lungs at every breath with pure, fresh gas, avoiding the risk of contamination, and insuring pleasant and successful results; all operations being performed by Dr. H. in person, who often extracts 14 to 16 teeth at a single operation, without the knowledge of the patient. Office, No. 878 Broadway, near 18th-st.

DRS. GRIFFIN, NO. 258 GRAND-ST., opposite Lord & Taylor's, New-York, are inserting FULL or PARTIAL SETS of their IMPROVED ARTIFICIAL TEETH, with or without extracting the roots. Full sets on gold or platina, $25; silver or rubber, $10; partial sets gold per tooth, $2; silver or rubber, $1.

AMUSEMENTS.

WINTER GARDEN.

This establishment does not advertise in the New-York Herald.
TUESDAY, Dec. 26,
A MERRY HOLIDAY BILL!
A MERRY HOLIDAY BILL!
A MERRY HOLIDAY BILL!
Last night but Five of Mr. J. S. Clarke.
TWO GLORIOUS COMIC PIECES.
MR. J. S. CLARKE
in three of his best characters:
as
PAUL PRY,
PAUL PRY,
And as PAUL PATENT,
And LORD SPANGLE,
in the Petite Comedy entitled
LOVE IN LIVERY.
LOVE IN LIVERY.
TO-MORROW EVENING, WEDNESDAY, Dec. 27,
will be produced Shakespeare's delightful creation of humor entitled the
COMEDY OF ERRORS.
Doors open at 7½; commence at 8 o'clock.

NEW BOWERY THEATRE.

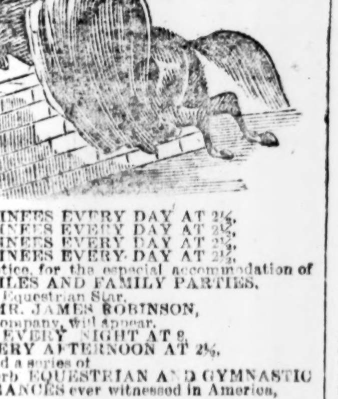
Sole Proprietor.....Mr. J. W. Lingard
This establishment does not advertise in the New-York Herald.
TUESDAY, Dec. 26, 1865.
Unqualified success of Dion Boucicault's and House's great drama of
ARRAH-NA-POGUE.
For which Wm. Wheatley, Esq., has kindly loaned much of the
GORGEOUS SCENERY
which was originally painted for it at
NIBLO'S GARDEN.
MR. T. H. GLENNEY,
in his great personation of SHAUN THE POST, with the song of "Wearing of the Green."
Supported by the entire company.
After which the Comic Farce of
THAT BLESSED BABY,
and the laughable drama of
THE DUTCHMAN'S GHOST.
ARRAH-NA-POGUE every night this week.

STEPHEN MASSETT.

"DRIFTING ABOUT."
WEDNESDAY NIGHT. COOPER INSTITUTE.

NEW-YORK CIRCUS—HIPPOTHEATRON,

Fourteenth-street, opposite the Academy of Music.
L. B. LENT.....MANAGER
This establishment does not advertise in the New-York Herald.
BRILLIANT HOLIDAY ATTRACTIONS!



MATINEES EVERY DAY AT 2½.
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until further notice, for the especial accommodation of
JUVENILES AND FAMILY PARTIES,
when the great Equestrian Star,
MR. JAMES ROBINSON,
and the entire company, will appear.
EVERY NIGHT AT 8.
EVERY AFTERNOON AT 2½,
will be presented a series of
The most superb EQUESTRIAN AND GYMNASTIC PERFORMANCES ever witnessed in America,
introducing
THE LARGEST TROUPE,
THE MOST TALENTED ARTISTES,
AND THE FINEST STUD OF BEAUTIFUL AND HIGHLY-TRAINED HORSES AND PONIES ever brought together on this side of the Atlantic.
THE CHAMPION RIDER,

MR. JAMES ROBINSON,
will appear in his extraordinary performance upon a SWIFT BAREBACK STEED,
BOTH AFTERNOON AND NIGHT.
DASHING HORSEMANSHIP,
WONDERFUL ACROBATIC EXPLOITS,
ELEGANT GYMNASTIC EXERCISES AND CLASSIC OLYMPIC GAMES,
in every variety, may here be witnessed, produced with a brilliancy and effect
NEVER EQUALED IN THIS COUNTRY!
ALL THE GREAT RIDERS AND ACROBATS will appear
BOTH AFTERNOON AND NIGHT.

ACADEMY OF MUSIC.

THEATRE FRANCAIS.
P. Juignet and C. Drivet.....Directors
TWO PERFORMANCES ONLY.
WEDNESDAY, Dec. 27, 1865,
LADIES BATTLE:
OR,
BATAILLE DE DAMES.
Comedy, in three acts, by Mr. E. Scribe,
LA FILLE DE DOMINIQUE.
Comedy, in one act, by Mr. De Villeneuve.
SATURDAY, Dec. 30, 1865,
SECOND PERFORMANCE AT THE ACADEMY.
Doors open at 7; curtain rises at 8 o'clock precisely.
Tickets to be obtained from 10 A. M. to 5 P. M., at H. Dardonville's, No. 678 Broadway.

RAILROADS.

RARITAN AND DELAWARE BAY RAILROAD.

FALL ARRANGEMENTS, 1865.
COMMENCING MONDAY, SEPT. 18.
PASSENGER LINES FOR CAMDEN, MANCHESTER AND LONG BRANCH.

The steamer JESSE HOYT, Capt. SKELY, will leave Pier No. 3 North River, daily, (Sundays excepted,) as follows:

AT 11:45 A. M., EXPRESS LINE FOR CAMDEN DIRECT,

taking passengers for Port Monmouth, Red Bank, Long Branch, Shark River, Farmingdale, Squan, Bricksburg, Manchester, Toms River, Woodmansie, Shamong, Barnegat, Tuckerton, Otsigo, Jackson, and all stations on Camden and Atlantic Railroad.

Through to Camden in five hours. Fare $2.
Excursion ticket, good for three days, $3.
At 4:15 P. M., Way Passenger Line for Manchester, Toms River, Long Branch and intermediate stations.

THROUGH FREIGHT LINE CAMDEN AND NEW-YORK.

Leave New-York at 4:15 P. M., arriving at Camden 1:30 P. M. next day.
Leave Camden at 2:30 P. M., arriving at New-York 4 A. M. next day.
Freight taken at low rates. Apply to S. C. HASTY, Local Freight Agent, Red Bank, N. J.
W. S. SNEDEN, Supt.

HUDSON RIVER AND HARLEM RAILROADS.

On and after MONDAY, Nov. 6, 1865, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:

7:30 A. M. via Hudson River Railroad, 30th-st. and 10th-av., connecting with trains for North and West.
10 A. M. via Hudson River Railroad, connecting with Northern and Western trains.
11 A. M. via Harlem Railroad, 26th-st. and 4th-av., connecting with trains for North and West.
3:30 P. M. via Hudson River Railroad, connecting at Troy with train for Montreal, with sleeping-cars attached.
4 P. M. via Harlem Railroad, connecting with Western trains. Sleeping-cars attached at Albany.
6 P. M. via Hudson River Railroad; sleeping-cars from New-York to Buffalo and Suspension Bridge without change. This train runs on Sundays.
11 P. M. via Hudson River Railroad; with sleeping-cars attached, connecting at Albany and Troy with morning trains for North and West.
WM. H. VANDERBILT, Vice-President.

PERTH AMBOY & WOODBRIDGE R. R.

From foot of Cortlandt-st., New-York 7 and 10.
Leave New-York for Perth Amboy and Woodbridge—7 and 10 A. M., 2, 4:10 and 5:40 P. M.
Leave Amboy—7:10, 8:45 A. M., 12 M., 3:55, 6:05 P. M.
Leave Woodbridge—7:25, 8:55 A. M., 12:15, 4:10, 6:20 P. M.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., via Pavonia Ferry:
7:00 A. M.—Day Express, for Canandaigua, Rochester, Buffalo, Salamanca and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.
8:30 A. M.—Milk and Way Train, daily, for Otisville.
10:00 A. M.—Express Mail, for Buffalo, Salamanca, and Dunkirk, connecting with Lake Shore and Atlantic and Great Western Railways.
4:00 P. M.—Way Train, for Port Jervis and Newburgh.
5:00 P. M.—Night Express for Canandaigua, Rochester, Buffalo, Salamanca and West.
6:00 P. M.—Lightning Express, Daily, for Canandaigua, Rochester, Buffalo, Salamanca, Dunkirk and West; connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.
8:00 P. M.—Emigrant Train, daily, for Buffalo, Salamanca, Dunkirk and West.
HUGH RIDDLE, General Superintendent.
WM. R. BARR, Gen'l Pass. Agent, N. York.

NORTHERN RAILROAD OF NEW-JERSEY—Trains leave Jersey City for Piermont at 9:15 A. M., 12:25, 4:25, and 6:02 P. M. The 9:15 and 4:25 run through to Monsey. On Monday only for Piermont at 5:15 A. M. THOS. W. DEMAREST, Superintendent.

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SOUTHERN AND WESTERN LAND COLLECTION AND COMMISSION AGENCY

are in constant receipt of choice tracts of land throughout the South and Southwest; also, valuable mining properties,

MAKE COLLECTIONS on all parts of the country.

Pay especial attention to the sale and disposal of Southern products, and make advances on direct consignments.

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No. 9 Broad-st., NEW-YORK CITY.
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Hon. A. W. RANDALL, First Assistant Postmaster-General, Washington.
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A. W. GREENLEAF, Esq., Banker, New-York.

ARTIFICIAL EYES.

ARTIFICIAL EYES.—ARTIFICIAL HUMAN eyes made to order and inserted by Drs. F. BAUCH & P. GOUGELMANN, (formerly employed by Roissenneau, of Paris,) No. 599 Broadway, New-York.

MEETINGS.

PHIKAPPA SIGMA FRATERNITY.—THE Convention will assemble at the Fifth-avenue Hotel, New-York, on WEDNESDAY, Dec. 27. All members of the fraternity are cordially invited.

AMUSEMENTS.

WALLACK'S.

Proprietor and Manager.....Mr. LESTER WALLACK.
This establishment does not advertise in the New-York Herald.
Open at 7½; begin at 8.
TO-NIGHT (TUESDAY,)
(First time this season,) the celebrated five act comedy, by Morton, author of "Speed the Plough," "Cure for the Heartache," "School of Reform, &c.,"
SECRETS WORTH KNOWING.
With elegant scenery, appropriate dresses, and a novel distribution.

Rostrum, (first time here,)	Mr. Frederick Robinson
Nicholas Rue	Mr. Charles Fisher
April	Mr. Mark Smith
Undermine	Mr. George Holland
Plethora	Mr. Young
Egerton	Mr. Norton
Greville	Mr. B. T. Ringgold
Butler	Mr. Graham
Valet	Mr. Pope
Coachman	Mr. Ward
Mrs. Greville	Mrs. Jennings
Rose Sydney	Miss Ione Burke
Sally Downright	Mrs. John Sefton
Cook	Miss Carman

WEDNESDAY—(Third time this season,) LOVE'S SACRIFICE.

Mr. Wallack has received from London a play, by Mr. Tom Taylor, founded on Miss Braddon's celebrated work, known here as "The Outcasts," to be entitled
HENRY DUNBAR,
which will soon be produced with new scenery, music, &c., and a great cast.

FOX'S OLD BOWERY THEATRE.

Lessee, Director and Manager.....G. L. FOX.
This establishment does not advertise in the New-York Herald.
CHRISTMAS DAY, MONDAY, Dec. 25,
TWO GRAND PERFORMANCES,
Afternoon at 2, evening at 7.
With Miss FANNY HERRING, Mr. G. L. FOX, Mr. W. H. WHALLEY, Mr. Marden, Lewis Mestayer, C. K. Fox, H. D. Guion, J. McCloskey, St. Mars, Miss R. DENVILL, S. STEELE and MARTINETTI, with DRAMATIC AND PANTOMIME TROOPE.
SIX GREAT HOLIDAY PIECES.
DUMB BOY OF MANCHESTER,
JOCKO, THE BRAZILIAN APE,
THE SNOW BIRD,
WANDERING STENIE,
THE FRENCH SPY,
AND A GLORIOUS COMIC PANTOMIME.
TUESDAY—The Christmas bill repeated.
WEDNESDAY and THURSDAY—Choice Festival Pieces.
FRIDAY—Benefit of Mr. W. H. WHALLEY.

444. AMERICAN THEATRE.

BROADWAY.
Manager and Proprietor.....R. W. BUTLER
This establishment does not advertise in the New-York Herald.
NEW NOVELTIES EVERY EVENING THIS WEEK.
EVERY PRODUCTION A SUCCESS
BY
THE FAMOUS TROUPE.
The new and original Fairy, Musical, Pantomimical Spectacle, entitled
THE LAST NAIL;
Or, THE FAIRIES OF THE LAUGHING WATERS.
Produced in a style of gorgeous magnificence. New and beautiful scenery; splendid properties; startling mechanical effects, &c. The cast embracing the entire
STRENGTH OF THE TROUPE.
THE BEAUTIFUL BALLET TROUPE,
AND THE CORPS DE ETHIOPE.
See small bills of the day.
Doors open at 6, to commence at 7½ o'clock.
MATINEE ON SATURDAY AFTERNOON.

FARRER'S WATER COLOR DRAWINGS are now on exhibition at GOUPIL'S GALLERY, No. 772 Broadway.

DANCING.

C. H. RIVERS'

PRIVATE DANCING ACADEMY,
No. 33 Schermerhorn-st., corner Court-st., Brooklyn; second quarter, classes for beginners are now forming; all the fashionable dances are taught. For a circular containing terms, &c., send or apply as above; inclose twenty-five cents for a pamphlet containing the German Cotillon.

DE GARMO'S DANCING ACADEMY, NO. 80 West 14th-st.—Open for the reception of pupils on WEDNESDAYS and SATURDAYS, from 2 to 4, from 4 to 6, and from 8 to 10½ P. M.
TUESDAY and FRIDAY EVENINGS, commencing Jan. 2, 1866, CLASSES for beginners, for advanced pupils, and for "the German."
Just received from the "*Société Académique des Professeurs de Danse de Paris*," the new and beautiful Quadrille, LES VARIETES PARISIENNES.

A. DODWORTH'S DANCING ACADEMIES, No. 212 5th-av., New-York,
No. 137 Montague-st., Brooklyn.
Classes now open for reception of pupils, afternoon for children, evening for gentlemen. Send for circular.

J. H. BEARING'S PRIVATE DANCING ACADEMY, No. 292 Fourth-avenue, near 23d-st. A new class, afternoon at 4; evening at 8 o'clock. Classes formed for the German, and private lessons every day.

MEDICAL.

THOUSANDS ARE TIMELY SAVED BY Dr. KENNEDY'S skillful and improved treatment—[illegible] is now cured in the shortest possible time by Dr. KENNEDY & CO., No. 195 Elm-st., New-York, without loss of time or change of diet. Dr. KENNEDY, from the hospitals of London, Paris and Edinburgh, is the discoverer of the only certain and reliable remedies for diseases of a private character. In 20 years' practice he has cured more cases of Secret Diseases and Wrong Treatment than all others combined. I can and will cure you in less time and at less expense than any other can or will, also those who have been robbed of their money and health, call; it will take but little money and time to restore you. If you have been unfortunate, call at once. By his perfect experience in this much neglected branch of medical science, he is enabled to guarantee a cure in the most complicated cases. Recent cases of Gonorrhoea or Syphilis cured in a few days, without change of diet or hindrance from business. Secondary Syphilis—the last vestige eradicated without the use of Mercury. Involuntary emissions stopped in a short time. Sufferers from impotency, or loss of sexual power, restored to full vigor in a few weeks, permanently and speedily cured by a new treatment. Persons at a distance failing to receive prompt treatment elsewhere, may obtain permanent cure effected by writing a full diagnosis of their case, addressed to Dr. KENNEDY, No. 195 Elm-st. Call, send or write.

AFFLICTED RESTORED—IGNORANCE EXPOSED—FALLACIES UNMASKED.—Highly important to both sexes, married or single, in health or disease. Dr. Larmont's Paris, London and New-York MEDICAL ADVISER AND MARRIAGE GUIDE. New edition; 400 pages. Nearly 100 anatomical illustrations upon debility, affections of the bladder and kidneys, sexual diseases, European hospital practice, the author's unequaled Paris and London treatment, &c. All who would avoid unsuccessful and barbarous treatment with quack specifics, antidotes, instruments, &c., should purchase this original work of E. WARNER, No. 1 Vesey-st., for $1 50, closely sealed, or consult the doctor, No. 173 Broadway, up stairs, New-York, from 10 A. M. to 5 P. M.

"We concur with other papers in recommending Dr. LARMONT and his work."—*Courrier des Etats Unis, German Reform, Dispatch, Staats Zeitung; Atlas, Medical Review, &c.*

A. M. MAURICEAU, PROFESSOR OF midwifery and operating surgeon, having over thirty years' successful practice in this city, guarantees a safe and immediate removal of all special irregularities and obstructions in females, without pain or exposure, with or without medicine. Can be consulted with the utmost confidence at his private office, No. 129 Liberty-st., New-York, or by mail.

Dr. A. M. Mauriceau is the author of "The Married Woman's Private Medical Companion," strictly intended for those whose health and circumstances forbid a too rapid increase of family; a perusal of which will convince any lady of his thorough knowledge of her complaints. Every lady who has it is secure from danger and imposition. Price $1. Sold at his office No. 129 Liberty-st., or sent by mail, by addressing Box No. 1,224 New-York City. Sold also at No. 1 Vesey-st., New-York; in Boston, No. 13 Court-st.

MANHOOD AND THE VIGOR OF YOUTH regained in three days by Dr. POWERS' ESSENCE OF LIFE. This wonderful agent restores manhood to the most shattered constitutions, radically curing Seminal Weakness, Sexual Debility, and Impediments to Marriage generally; Nervousness, Mental and Physical Incapacity, resulting from self-abuse, &c. The time required to cure the most inveterate case is one week. Failure is impossible. This life-restoring remedy should be taken by all about to marry, as its effects are permanent. Young man, are you subject to that soul and body destroying disease, secret habits? Dr. POWERS' Invigorating Essence is a never-failing cure. Sold by WALTER POWERS, M. D. No. 195 Elm-st. New-York.

ADVICE TO MARRIED LADIES.—MADAME RESTELL, Professor of Midwifery, having over thirty years' successful practice in this city, guarantees a safe and immediate removal of all special irregularities and obstructions in females, with or without medicine, at one interview, or by mail. Can be consulted with the utmost confidence at No. 162 Chambers-st. Her infallible French Female Pills, No. 1, price $1, or No. 2, which are four degrees stronger than No. 1, and can never fail, are safe and healthy, price $5, can be sent by mail. Also sold at the druggist's, No. 162 Greenwich-st., near Liberty-st. Madame RESTELL deems it her duty to caution ladies against imitators, who not only deprive them of their means, but their health.

A PHYSIOLOGICAL VIEW OF MARRIAGE—Containing nearly 300 pages and 150 fine plates and engravings of the anatomy of the sexual organs, in a state of health and disease, with a treatise on self-abuse, its deplorable consequences upon the mind and body, with the author's plan of treatment—the only rational and successful mode of cure, as shown by the report of cases treated. A truthful adviser of the married and those contemplating marriage, who entertain doubts of their physical condition. Sent, free of postage, to any address on receipt of 25 cents, in specie or postage stamps. Address Dr. LA CROIX, No. 31 Maiden-lane, Albany, N. Y.

DR. POWERS' PERIODICAL DROP are designed for both married and single ladies, and are the very best thing known for the purpose, as they will bring on the monthly sickness in case of obstruction from any cause, and after all other remedies of the kind have been tried in vain. Expressly for obstinate cases. Warranted as represented in every respect, or the price will be refunded. Beware of imitations! Purchase directly of Dr. POWERS, No. 195 Elm-st., New-York.

THE AMERICAN INSTITUTE FOR FEMALES, No. 7 Beach-st., New-York, conducted by Dr. DURANT & CO., is fitted up elegantly, expressly for the convenience of ladies requiring nursing during confinement, and the utmost attention is paid to the comfort and welfare of the patient. The strictest confidence always observed. Competent nurses in constant attendance.

DR. DURANT OFFERS, WITH CONFIDENCE to the ladies, his celebrated remedy for the removal of all irregularities or obstructions; relieves after all other so-called remedies have failed. Ladies, try it. Office No. 7 Beach-st., New-York.

DR. HUNTER'S BOTANIC CORDIAL restores the vigor of youth in four days. Gives health, strength and vigor to the most shattered system. $5 a bottle No. 3 Division-st., New-York, the only place.

DR. POWELL, NO. 126 WEST NINTH-ST., a few doors from Broadway, can be consulted confidentially by either sex, by letter or otherwise.

DR. DURANT INSURES THE LADIES a speedy relief from all special irregularities and obstructions at one interview. No. 7 Beach-st., New-York.

ON NERVOUS AND SEXUAL DEBILITY, &c., &c., from whatever cause, in either sex; *Seminalia*, just published, price $1, at 80 Amity, or 1 Vesey-st.

GENTLEMEN CAN, WITH CONFIDENCE consult Dr. LEWIS, at his old-established office, No 7 Beach-st., three doors from West Broadway, New-York.

MANY THOUSANDS ARE RUINED BEYOND REDEMPTION in this life by not calling on Dr. HUNTER sooner or later. He can cure the worst cases of secret disease in a shorter time than any other physician, or no pay taken. Skeptics and doubters will please call and read hundreds of reliable certificates of cures made within the last thirty years of almost hopeless cases, that had had the benefit of dozens of our most eminent physicians and surgeons. Dr. Hunter is in constant attendance from 8 in the morning till 9 at night, at his old office, No. 3 Division-st., New-York City, since 1834. Charges moderate, and a cure guaranteed. Separate rooms, so that the patient sees no one but the Doctor himself. His wonderful medical discovery, DR. HUNTER'S RED DROP, cures private diseases when regular treatment and all other remedies fail; cures without dieting or restriction in the habits of the patient; cures without the disgusting and sickening effects of all other remedies; cures in new cases in less than six hours; cures without the dreadful consequent effects of mercury, and possesses the peculiarly valuable property of annihilating the rank and poisonous taint that the blood is sure to absorb unless his remedy is used. This is what he claims for it, and what no other will accomplish. $2 per vial. Book, 50 pages, gratis, on nervous debility, excess of impotency, marasmus, &c.

AMUSEMENTS.

BARNUM'S NEW AMERICAN MUSEUM.

Broadway, between Spring and Prince sts.
This establishment does not advertise in the New-York Herald.
SURPASSING ATTRACTION.
HOLIDAY WEEK. HOLIDAY WEEK.
GRAND FESTIVAL PERFORMANCES
AFTERNOON AT 3.....EVENING AT 7½.
FAIRY HOLIDAY SPECTACLE.
DWANGEE, THE ARAB;
OR, THE
FAIRY GUARDIAN of the MAGIC WELL.
NEW SCENERY, COSTUMES and EFFECTS.
CIRCUS TROUPE and THOROUGHBRED HORSES.
TRICK PONY, "WILD BILL."
SPLENDID ACTS OF HORSEMANSHIP.
W. B. HARRISON, Extemporaneous Singer.
LARGEST COLLECTION of LIVING CURIOSITIES ever grouped in the
SPACIOUS MUSEUM SALOONS.
GREAT LIVING CURIOSITIES.
THREE of the LARGEST GIANTS in the World.
NOAH ORR, Ohio Giant, 8 feet 2 inches high.
ANNA SWAN, Nova Scotia Giantess, 8 feet 1 inch high.
ANDREW HARSEN, Norwegian giant, 8 feet high.
THREE of the SMALLEST DWARFS ever seen.
MAJOR COLVIN, aged 11, 19 inches high, weighs 15 lbs.
GEN. GRANT, Jr., aged 14, 23 inches high, weighs 18 lbs.
MISS LIZZIE READ, the Miniature Lady.
JOHN BATTERSBY, Living Skeleton, weighing 67 lbs.
HANNAH BATTERSBY, his wife, weighing 700 lbs.
A MAMMOTH FAT WOMAN and celebrated
SNAKE CHARMER,
HANDLES THE LARGEST LIVING SNAKES.
TWO BEAUTIFUL CIRCASSIAN GIRLS.
THREE-HORNED BULL. AN ALBINO BOY.
WOODROFFE'S BOHEMIAN GLASSBLOWERS.
A GLASS STEAM ENGINE IN MOTION.
The best Cosmoramas, Learned Seal, Happy Family, Grand Aquaria, and over
100,000 OTHER CURIOSITIES.
Admission 30 cts.; Children, under ten, 15 cts.

OLYMPIC THEATRE.

Sole Lessee and Manageress.....Mrs. JOHN WOOD
Stage Manager.....J. H. SELWYN
This establishment does not advertise in the New-York Herald.
A MERRY CHRISTMAS.
THIS EVENING AND EVERY EVENING,
AND DURING THE HOLIDAYS,
Will be presented the successful Spectacular Romance of
MONTE CRISTO,
or the
LONE PRISONER OF THE CHATEAU D'IF,
with the eminent and favorite artist,
MR. E. L. DAVENPORT.
The Spectacle produced in a style of magnificence surpassing any previous production at this theatre, with
GORGEOUS SCENERY, DELIGHTFUL MUSIC,
HUMOROUS MASKS, COSTUMES,
WONDERFUL MECHANICAL EFFECTS,
AND A POWERFUL CAST.

"Thalia Matilda could not have treated the good boys and girls, of all ages, that go to her theatre better than by presenting them MONTE CHRISTO for a holiday gift."—*Courier.*

"As presented at the present time, on the Olympic stage, MONTE CHRISTO has become at once the most entertaining dramatic performance of the day. The elements of tragedy, of farce, of pantomime and ballet are all here, and the scenes are never permitted to tire from too long lingering on any one."—*Express.*

Doors open at 7½ o'clock; curtain rises precisely at 7¾ o'clock.
Seats secured three days in advance.

BROADWAY THEATRE.

BEGINS 7¾.
GRAND HOLIDAY COMBINATION.
LAST WEEK BUT ONE of the GREAT COMEDIAN,
MR. F. S. CHANFRAU,
Who will appear EVERY NIGHT THIS WEEK
In his two famous characterizations of
MOSE AND SAM,
To commence with the two act local drama of
MOSE.
MOSE.....Mr. Chanfrau.
To conclude with the brilliant comedy of
SAM.
SAM.....Mr. Chanfrau.
LAURA.....Miss Olive Logan.
On Friday evening, Dec. 29, Benefit of Dr WALDEN, Author of SAM.
13TH SAM MATINEE, SATURDAY, DEC. 30.
The eminent comedian Mr. JOHN E. OWENS, appears at this Theatre Jan. 8.

TONY PASTOR'S OPERA HOUSE,

No. 201 Bowery.
GRAND CHRISTMAS MATINEE,
at 2½ o'clock. Also on WEDNESDAY and SATURDAY AFTERNOONS.
The new Comic Trick PANTOMIME, and CHRISTMAS Harlequinade.
First appearance of the beautiful danseuse,
MISS MAGGIE VERNON.
TONY PASTOR and the Mammoth Troupe, in an OLLA PODRIDA of Fun.

COOPER INSTITUTE.

WEDNESDAY EVENING, Dec. 27, 1865.
MR. STEPHEN MASSETT,
"JEEMS PIPES OF PIPESVILLE."
FOR THE LAST TIME IN NEW-YORK,
Prior to his departure for Central Park!
In his celebrated picturesque monologue,
DRIFTING ABOUT;
OR
SKETCHES OF TRAVEL IN MANY LANDS,
In which he introduces the two great sensational Poems (originally recited by him,)
THE VAGABONDS AND BEAUTIFUL SNOW,
Also his wonderful imitations of
ANNA BISHOP AND EDWIN FORREST,
FOR ONE NIGHT ONLY.
Tickets 50 cents.
To be had at the door and at the Principal music and book stores.
To commence at 8 o'clock precisely.

STEPHEN MASSETT,

"DRIFTING ABOUT."
WEDNESDAY NIGHT. COOPER INSTITUTE.

THE FOURTH EXHIBITION IN NEW-YORK of FRENCH, ENGLISH and FLEMISH PICTURES is open DAILY, from 9 A. M. to 5 P. M., and on MONDAY and THURSDAY EVENINGS from 7 to 10, at the STUDIO BUILDING, No. 15 10th-st.
F. J. PILGORAM, Secretary.
E. GAMBART, Director.

INSTRUCTION.

MR. GEO. C. ANTHON'S

CLASSICAL, FRENCH AND ENGLISH SCHOOL,
with primary department and gymnasium.
No. 212 5th-av., corner of 26th-st.
Open from 9½ A. M. to 2½ o'clock P. M.

THE RUTGERS FEMALE INSTITUTE,

NOS. 487, 489, 491 FIFTH-AVENUE, NEW-YORK,
will reopen WEDNESDAY, Sept. 20.
H. M. PIERCE, President

THE LATE MRS. G. ANTON CALLENDER'S

FRENCH AND ENGLISH BOARDING AND DAY SCHOOL, NO. 32 EAST 21ST-ST.,
was reopened Sept. 20, under the charge of Miss ARMSTRONG, the former Superintendent, and will be conducted with the same teachers and upon the same principles heretofore so successfully carried out.

MR. VAN NORMAN'S

English and French Boarding and Day School for young ladies, No. 5 West 38th-st., two doors from 5th-av., Murray Hill, New-York.

COLLEGIATE AND ENGINEERING INSTITUTE, No. 18 Cooper Union, New-York.—Academic, collegiate, civil and mechanical engineering courses given; individual instruction in mathematics and the languages; students received at any time. Open day and evening. Prof. J. G. FOX, A. M., Principal.

IRVING INSTITUTE—TARRYTOWN, N. Y.—A boarding school for boys. The fifty-sixth semi-annual session will commence WEDNESDAY, Nov. 1. For circulars apply to the principal,
D. S. ROWE, A. M.

MOUNT WASHINGTON COLLEGIATE INSTITUTE, No. 126 West 4th-st., corner of Macdougal, on Washington Square, (Classical, Mathematical, Foreign Languages, Commercial and Primary,) GEO. W. CLARKE, A. M., Rector.

MISS BRACE'S ENGLISH AND FRENCH Boarding and Day School for Young Ladies, at Nos. 38 and 40 Elm-st., New-Haven. For circulars, apply as above.

MILITARY, CLASSICAL AND COMMERCIAL ACADEMY, Nyack, Rockland County, N. Y. For circulars, address, C. RUTHERFORD, A. M.

ROSE HILL BOARDING SCHOOL FOR Young Misses, Danbury, Conn. The Winter term commences Jan. 3, 1866. Mrs. C. M. WHITE, Principal.

TEACHERS.

TEACHERS WANTED—PRINCIPALS AND assistants, for schools and academies; also correspondents in all the States. Address all letters for teachers or positions to the AMERICAN EDUCATIONAL UNION, No. 486 Broadway, New-York.

AN ENGLISH LADY OF LONG EXPERIENCE as teacher of the English branches, with music and French, wishes an engagement as daily governess. Address Z. A. Z., Station F.

LECTURES.

"ACROSS THE CONTINENT."

HON. SCHUYLER COLFAX,
Speaker of the U. S. House of Representatives,
AT THE COOPER INSTITUTE,
THURSDAY EVENING, Dec. 28.
Hon. JOHN T. HOFFMAN, Mayor elect, will preside.
Lecture at 8 o'clock; doors open at 7 o'clock.

Tickets for the reserved circle (no others sold in advance,) 50 cents. For sale at the Astor House and at the St. Nicholas, Metropolitan and Fifth-av. Hotels. Also, at American News Co., 121 Nassau-st.; *Tribune* Office; Brentano's, 708 Broadway; Miller & Matthews, 757 Broadway; Macfarland's, corner Broadway and 23d-st., and (if not all sold before) at the 8th-st. entrance on the evening of the lecture. The holders of tickets for the reserved circle are requested, to save confusion, to enter on the 3d-av. side. No tickets sold at that entrance.

Tickets for the unreserved part of the hall, 25 cents, sold only at the 8th-st. entrance on the evening of the lecture.

HORSES AND CARRIAGES.

CARRIAGES FOR SALE.—THE IMMENSE stock now in the three large warerooms, entrance No. 450 Broadway and No. 16 Crosby-st., will be sold at greatly reduced prices; 300 sets harness, several second-hand carriages. C. WITTY, No. 450 Broadway.

SLEIGH BELLS, SLEIGHS AND CARRIAGES FOR SALE.—2,000 straps, all styles; fancy sleigh bells, 150 sleighs, 300 carriages; largest assortment ever offered in New-York. C. WITTY, No. 450 Broadway.

FOR SALE CHEAP—A HORSE, BUGGY AND HARNESS.—The horse is a free, stylish driver and a splendid saddle animal. Can be seen at Ryerson & Brown's Livery Stable, corner of 13th-st. and University-place.

FOR SALE—A LIGHT SHIFTING-TOP WAGON, one express wagon. Also, three sets harness and one black mare. For particulars, apply to WM. A. READ, butter-stand, Nos. 51 and 55 Centre Market, New-York.

WINES AND LIQUORS.

FOR THE HOLIDAYS.

The undersigned offers for sale
AT WHOLESALE PRICES,
his large stock of Champagne, Claret, Burgundy, Sauterne, Muscat, Sherry, Port, and Malaga Wines.
All goods warranted strictly pure.
Send for a price list, or apply to J. MARC MARTIN, Importer, No. 203 Pearl-st., New-York.

MATRIMONIAL.

MATRIMONIAL.—A MIDDLE-AGED AMERICAN gentleman of refinement, unexceptionable habits and high social position, with some property, and residing in this city, sincerely desires to make the acquaintance of a prepossessing and congenial lady, between 22 and 36, of ample means and respectability, with a view to matrimony. Address, with particulars, B. H., Box No. 180 *Times* Office, New-York.

AMUSEMENTS.

LUCY RUSHTON'S

NEW-YORK THEATRE.
Nos. 728 and 730 Broadway, (opposite New-York Hotel.)
Sole Lessee and Manageress.....MISS LUCY RUSHTON
THIS ELEGANT THEATRE,
which has been built in the short space of sixteen days, was opened
ON SATURDAY EVENING, with
THE GREATEST ECLAT,
WITH A FIRST-CLASS COMPANY
OF NEW-YORK FAVORITES,
with Sheridan's sterling Comedy of
THE SCHOOL FOR SCANDAL,
which will be repeated
EVERY EVENING, until further notice,
with the following
POWERFUL CAST:

Sir Peter Teazle	Mr. C. M. Walcot
Sir Oliver Surface	Mr. Harry Pearson
Joseph Surface	Mr. J. K. Mortimer
Charles Surface	Mr. D. W. Waller
Crabtree	Mr. T. Placide
Moses	Mr. J. Moore
Sir Benjamin Backbite	Mr. W. A. Mestayer
Rowley	Mr. H. Cunningham
Careless	Mr. W. S. Higgins
Snake	Mr. T. C. Gourlay
Trip	Mr. Davies
Sir Harry	Mr. Jones
Sir Toby	Mr. Thompson
Lady Teazle	Miss Lucy Rushton
Mrs. Candor	Mrs. Clara Maeder
Lady Sneerwell	Mrs. Mark Smith
Maria	Mrs. A. W. Young

The orchestra will be under the leadership of Mr. H. Tissington.
The scenery is by Messrs. Wallack, Thorne, Hilliard, Jr. and assistants.

PRICES OF ADMISSION:

Parquet Circle	75c.
Orchestra Chairs	$1 50
Dress Circle	50c.
Balcony Seats	1 00
Balcony Private Boxes	$5, $6 and 7 00
Private Boxes	10 00

Doors open at 7¼; performance to commence at 7¾.
Acting Manager and Treasurer.....Mr. H. H. DAVIS
Stage Manager.....Mr. J. SCHONBERG
Box office open from 8 A. M. till 5 P. M. Seats secured six days in advance.

NIBLO'S GARDEN.

Lessee and Manager.....WM. WHEATLEY
This establishment does not advertise in the New-York Herald.
TUESDAY EVENING, Dec. 26, 1865.
Engagement for a limited period only, of the distinguished artiste,
MISS LUCILLE WESTERN,
who will appear for the
SECOND TIME AT THIS THEATRE,
AS
MIAMI,
(The Huntress of the Mississippi,)
and MADAME ST. AUBERT,
in Buckstone's renowned drama, in three acts, entitled the
GREEN BUSHES;
OR, A HUNDRED YEARS AGO.

SCENERY	by	HILLIARD
COSTUMES	by	PHILIPPE
APPOINTMENTS	by	WALLIS

ALL NEW.

Mr. J. W. Collier, Ralton, J. Nunan, George Becks, J. G. Burnett, J. W. Blaisdell, W. H. Danvers, Holmes, Barry, Neal, Kendle, &c., Misses Alice Placide, (first appearance at this theatre,) Mary Wells, &c., &c. in the cast.
Act I—Ireland on the Galway Coast, 1745.
Act II—America, the Valley of the Mississippi, 1747.
Act III—Ireland, the Hill of Howth and Dublin City, 1748.
WEDNESDAY, MISS LUCILLE WESTERN will appear, for the third time in this theatre, in the GREEN BUSHES.
Admission, 75 cents; Reserved Seats, $1; Family Circle, (entrance on Crosby-st.,) 30 cents.
Seats secured six days in advance.

BRYANT'S.

Mechanics' Hall, No. 472 Broadway, above Grand.
MONDAY, DEC. 25, AND DURING THE WEEK.
IMMENSE SUCCESS. EVERYTHING NEW.
ICI ON PARLE FRANCAIS.
Dan Bryant's Stump Speech, Mischievous Monkey, In and Out of Place, Lord Dundreary on a Lark.
BLACK-EYED WILLIAM.
William Henry, a weather-beaten tar.....Dan Bryant
Parquet, 50 cts.; family circle, 30 cts.; private boxes, $5.

GRAND CONCERT

AT THE MADISON-AV. BAPTIST CHURCH,
corner 31st-st., on
WEDNESDAY EVENING, DEC. 27, 1865.
Tickets $1; for sale at all the music-stores, and at the news-office of the 5th-av. and St. James' Hotels, and at the door.
The Solos will be sustained by the following artists, assisted by a full chorus from the Mendelssohn Union:
Mrs. C. H. COOPER, Mrs. J. M. MOZART, Sopranos; Mrs. J. H. BARCLAY, Miss MARY WERNEKE, Contraltos; Mr. T. B. PERKINS, Mr. L. P. THATCHER, Tenors; Mr. GEO. C. DEYO, Mr. C. J. A. WERNEKE, Bassos.
CONDUCTOR.....Dr. W. BERGE.
To commence at 7½ o'clock P.M., and no postponement on account of the weather.
The grand piano used on this occasion is from the celebrated factory of Steinway & Sons.

THIRD ANNUAL BALL

OF THE
ITALIAN BENEVOLENT SOCIETY,
For the benefit of the ITALIAN EVENING SCHOOL,
AT
IRVING HALL, on FRIDAY, Jan. 5, 1866.
Tickets $5. For sale at all the principal music-stores, and No. 1 [illegible] Broadway.

PROPOSALS

PROPOSALS FOR ARMY TRANSPORTATION.

OFFICE OF THE DEPOT QUARTERMASTER,
FORT LEAVENWORTH, Kansas, Dec. 19 1865.

Sealed proposals will be received at this office until 12 o'clock on the 31st day of January, 1866, for the transportation of Military supplies during the year 1866, on the following routes:

ROUTE No. 1—From Forts Leavenworth, Laramie and Riley, and other depots that may be established during the above year on the west bank of the Missouri River, north of Fort Leavenworth and south of latitude 42 degrees north, to any posts or stations that are or may be established in the Territories of Nebraska, Dacotah, Idaho and Utah, south of latitude 46 degrees north, and east of longitude 114 degrees west, and in the territory of Colorado north of 40 degrees north. Bidders to state the rate per 100 pounds per 100 miles at which they will transport said stores in each of the months from April to September inclusive, of the year 1866.

ROUTE No. 2.—From Forts Leavenworth and Riley, in the State of Kansas, and the town of Kansas, in the State of Missouri, to any posts or stations that are or may be established in the State of Kansas, or in the Territory of Colorado, south of latitude 40 degrees north, drawing supplies from Fort Leavenworth; and to Fort Union, N. M., or other depot that may be designated in that territory, to Fort Garland, and to any other point or points on the route. Bidders to state the rate per 100 pounds per 100 miles at which they will transport said stores in each of the months from April to September, inclusive, of the year 1866.

ROUTE No. 3.—From Fort Union, or such other depot as may be established in the Territory of New-Mexico, to any posts or stations that are or may be established in that territory, and to such posts or stations as may be designated in the Territory of Arizona and State of Texas, west of longitude 105 degrees west. Bidders to state the rate per 100 pounds per 100 miles at which they will transport said stores in each of the months from June to November, inclusive, of the year 1866.

The weight to be transported each year will not exceed 10,000,000 pounds on route No. 1, 15,000,000 pounds on route No. 2, and 6,000,000 on route No. 3.

No additional percentage will be paid for the transportation of bacon, lard, bread, pine lumber, shingles or any other stores.

Bidders should give their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand dollars, signed by two or more responsible persons, guaranteeing that, in case a contract is awarded for the route mentioned in the proposal, to the parties proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said parties, in accordance with the terms of this advertisement.

The amount of bonds required from the contractors will be as follows:
On route No. 1.....$100,000
On route No. 2.....200,000
On route No. 3.....60,000

Satisfactory evidence of the loyalty and solvency of each bidder and person offered as security will be required.

Proposals must be indorsed:
"Proposals for Army Transportation on Route No. '1,' '2' or '3,'" as the case may be, and none will be entertained unless they fully comply with all the requirements of this advertisement.

Parties to whom awards are made must be prepared to execute contracts at once, and to give the required bonds for the faithful performance of the same.

Contracts will be made subject to the approval of the Quartermaster-General: but the right is reserved to reject any or all bids that may be offered.

Contractors must be in readiness for service by the 1st day of April, 1866, and they will be required to have a place of business or agency at or in the vicinity of Forts Leavenworth and Union, and other depots that may be established, at which they may be communicated with promptly and readily.

By order of the Quartermaster-General.
J. A. POTTER.
Colonel and Chief Quartermaster.

PAYMASTER'S OFFICE, UNITED STATES NAVY,
NO. 29 BROADWAY, NEW-YORK, Dec. 21, 1865.

PROPOSALS WILL BE RECEIVED AT this office until 12 o'clock, M., on SATURDAY, the 30th instant, for the following supplies, *which must be of the best quality*, to be delivered free of expense to the government at the Navy-yard, New-York, to wit:

BUREAU OF YARDS AND DOCKS.
1,121 lbs. Lignumvitæ, 23 inches diameter.
3,000 pieces 2 inch Spruce Plank, 10 inches wide, 13 to 16 feet long.
4,500 lbs. Iron Cut Nails, viz: 2,050 lbs. 20d.; 1,600 lbs. 12d.; 1,500 lbs. 10d., and 500 lbs. 8d.
610 gallons Lard Oil.
210 gallons Winter strained Sperm Oil.
One Iron Planer, Stover's patent, bed 6 feet long to plane 5 feet, 28 inches wide and 28 inches high.
One Bolt Cutter, geared to cut from ¼ to 1½ inch bolts with dies and taps complete.
One Crank Planer to plane 15 inches.
All the above tools to be of Stover's patent and to be selected.

BUREAU OF ORDNANCE.
One Fairbanks' Platform Scales to be made of either copper or brass, to weigh up to 500 lbs.
240 White Pine Beams, viz: 120 4x14x32 inches and 120 4x14x24 inches.
600 White Pine Floor Plank, 3x16x2? inches.
30 White Pine Girders, 10x14x32 inches.
20 kegs 6 inch Cut Spikes.

BUREAU OF STEAM ENGINEERING.
28 barrels Liquid Asphaltum.
15 sides Sole Leather.
5,000 Gum Grummets for surface condenser tubes, 1¼ inches long, ⅝ inch inside and ⅞ inch outside diameter.

Responsible security will be required for the *prompt and faithful delivery* of supplies awarded; government reserving the right to withdraw any of the above articles, and to reject proposals if deemed objectionable. Blank forms for bidders to be had at this office.
JOHN D. GIBSON,
Paymaster, United States Navy.

OFFICE OF CHIEF QUARTERMASTER,
MILITARY DIVISION OF THE GULF,
NEW ORLEANS, La., Dec. 2, 1865.

SEALED PROPOSALS ARE INVITED and will be received at this office until 12 M., March 1, 1866, for the purchase of sixty-six (66) Camels, the property of the United States, now at Camp Verde, near San Antonio, Texas.

Bids may be made for one or more of these animals.

Each envelope containing a bid should be sealed and addressed, Colonel C. G. Sawtelle, Chief Quartermaster Military Division of the Gulf, New Orleans, La.

The Government reserves the right to reject any bids deemed too low.

Payment to be made in U. S. Currency upon the acceptance of any proposal, and prior to the delivery of the camels to the successful bidders, at San Antonio, Texas.
C. G. SAWTELLE,
Colonel and Chief Quartermaster Military Division of the Gulf, Bvt. Col. U. S. Army.

SALE OF HARD BREAD.

OFFICE DEPOT COMMISSARY,
FORT MONROE, Va., Dec. 13, 1865.

Sealed proposals, in duplicate, will be received at this office, on WEDNESDAYS and SATURDAYS of each week, for all the surplus hard bread of this depot.

The bread is in boxes of fifty (50) pounds each, and in good shipping order.

All purchases will be delivered on board of transports without expense to the purchaser.

No proposals received for less than twenty (20) boxes, one thousand (1,000) pounds.

Payment required on notification of acceptance of bid, in government funds.

Proposals should be indorsed "Proposals for Hard Bread," and addressed to
JAMES CURRY, Colonel and C. S. V.

OUR CITY RAILROADS.

An Account of Their Origin and Growth.

Their Financial Progress for Several Years.

The Streets and Avenues They Run Through.

Facts for the Guidance of City Wayfarers.

THE PASSENGER TRAFFIC.

It is a constant complaint with wayfarers in New-York that there are few popular guides to the geographical limits and available passenger lines of the city. And there are thousands, we doubt not, of permanent residents who know little, if anything, of the progress of our street railway system; of the routes traversed by the city cars; of the vast amount of travel by this modern expedient of intramural conveyance; of the rapid growth of the traffic; of the vast capital invested, or of the field for developing new enterprises of the same kind which yet lies open. The subjoined report, carefully prepared from the statements of the officials connected with the different roads, will be found both useful and interesting. It has been condensed into the narrowest possible space consistent with the object of presenting a correct outline of the city railroad system as it exists at the present time. We take the different *avenue* roads in order, according to the number of the avenues, as being, perhaps, more convenient for reference than any other mode of arrangement. The cross-town roads, we numerate from their southernmost terminus.

THE CENTRAL PARK, NORTH AND EAST RIVER RAILROAD—(FIRST AND TENTH-AVENUES AND FIFTY-NINTH-STREET.)

This road, in spite of early drawbacks, now stands in a fair way to rival the most paying. The company was chartered on April 17, 1860, notwithstanding the objections of the Governor. On July 18, 1863, the west side was opened with but twelve cars. The east side was not opened until the following January, with the same number of cars. Their organization was not as complete as they desired, but they nevertheless determined to run the risk of success or failure. The result of the fiscal year ending Sept. 30, 1864, was as follows:

Passengers carried	6,560,471
Total receipts	$325,305 45
The amount of capital issued was	$739,900
The amount of scrip issued was	51,450
Showing the amount paid in to be	$791,350
The amount of bonds issued to this date convertible into stock on or before Aug. 1, 1867, was	$550,000

The property owned by the company at the date above-mentioned was 57 cars, 953 horses, 24 lots of ground on First-avenue, Thirty-sixth and Thirty-seventh streets, on which are built the company's stables and buildings used as their eastern terminus, and 28 lots of land on Tenth-avenue, Fifty-first, Fifty-second, Fifty-third and Fifty-fourth streets.

The cost of management of the road during the first year of its operation was $296,520 69, and a balance in their favor of $11,901 82, and 19 miles of single track in operation. Thus the company, predicted by many to be a hazardous speculation, showed at the end of their first year's operations no less than $11,901 82 in cash, 57 cars, over 900 horses and 52 lots of land.

The second year of operation, although not as remunerative to the shareholders, has shown great improvement, and much addition to the property of the company. The total number of passenger cars on the 30th of September last was 102, showing an increase of 45 cars during the year. The company also opened a new traffic in freight. During the year 11 freight cars were placed on the road, the result of which is shown below.

The total number of passengers carried was 8,923,617, showing an increase of over two and a half millions in 1865 over the preceding year. The receipts were:

Passengers	$522,094 62
Other sources, freight, &c	5,995 53
Making a total of	$528,090 15
Which placed against	325,305 45
Shows an increase of	$203,784 70

The capital stock paid in was $955,900, and the convertible bonds the same as the year 1864.

The expenditure for the present year was as follows:

	$454,038 62
While that of 1864 was	296,520 69
Showing an increase of	$157,517 96

in the expenditure of 1865 over that of 1864.

The property owned by the company has been increased by the addition (irrespective of the 45 passenger and 11 freight cars) of 63 horses and 34 lots of land on the Tenth-avenue, making 62 lots now owned by this company on the Tenth-avenue, on which we believe the company intend, at an early date, to erect a fireproof structure, at a cost of $150,000, which it is said will be an ornament to the city, and more especially to the locality where it will be erected.

The company have now 24 miles of single track laid, being an extension of five miles to that laid last year. The extension was from Fifty-ninth-street to Fifth-avenue, thus making a terminus of each side line at South Ferry and Central Park and Fifth-avenue.

The officers of the company are:

JOHN BUTLER, JR., President.
CHARLES BURKHALTER, Vice-President.
WILLIAM R. STEWART, Treasurer.
JAMES WARING, Secretary.
HENRY L. BUTLER, Assistant Superintendent Western Division.
ABRAHAM BROWN, Assistant Superintendent Eastern Division; and a Board of thirteen Directors.

The President acts in the double capacity of President and Superintendent.

As an idea of the increase of traffic on the above road, we give an extract from the returns of the Collector of Internal Revenue:

	1864.	1865.
July	$45,955 22	$61,200 78
August	48,746 41	61,286 58
September	42,590 22	56,469 06
October	43,459 15	52,384 62
	$180,751 00	$231,341 04

Showing an increase of 28 per cent.

The following is the route taken by the above line:

WESTERN DIVISION.

From South Ferry, through Whitehall, Battery-place, West-street, Tenth-avenue to Fifty-ninth and Fifth-avenue, and returns the same route.

EASTERN DIVISION.

From South Ferry, through Front, Old-slip, South, Montgomery, South, Jackson, Monroe, Grand, Goerck, East Houston streets, Avenue D, East Fourteenth-street, Avenue A, East Twenty-third-street, First-avenue to Fifty-ninth-street, to Fifth-avenue, and returning the same route.

The fare from South Ferry to Fifty-ninth-street and any shorter distance is six cents, for either section.

At night the distinguishing light is Red.

FIRST AND SECOND AVENUES AND PECK-SLIP.

This road was first brought into operation in August, 1853, and in 1854 the whole line was brought into use. It has, we may say, gone through a somewhat chequered career, but now it stands in a fair way of retrieving what it may have previously lost.

During the first year of its operation the number of passengers carried amounted to 354,000, producing $17,625; the operating expenses, however, exceeded this by some $5,526, so that no dividend was given for that year. The next year, however, was somewhat better, and a dividend of 2½ per cent. was shown.

The cost of the road and its equipment during its first year's running was $264,340, while in 1864 it had increased to $1,155,614 75, but as the cost of construction has grown so have the earnings. Against the total earnings of $17,625, for 1853, we have $350,718 38 for the year ending Sept. 30, 1864, and to 354,000 passengers, in 1853, we have 6,914,122.

The rolling stock of the company has been increasing yearly, and it now numbers over 100 first-class cars. This line also have four "dummy" engines running from their depot at Sixty-third-street to Harlem, and we believe they are to increase their number, owing to the growth of their traffic on that portion of their line. For a company that has hardly paid a dividend before the year 1860, we may congratulate the Second-avenue on their energy, and that the denizens of the East side do thoroughly appreciate it the following extract from the receipt book will show:

Second-avenue.

1864.		1865.	
July	$33,178	July	$32,480
August	29,480	August	29,396
September	30,163	September	37,592
October	30,183	October	36,170
Total	$123,000	Total	$152,638
Increase			$29,628, or 24 per cent.

The authorized capital stock is $800,000 in eight thousand of $100. The amount issued and paid in is $650,000. They have also a funded and floating debt of $573,000. The depot is now at Sixty-third-street and Second-avenue, instead of Forty-second-street, and we believe it is their intention to move still higher up town, and have better accommodations for their employés and passengers.

The company is at present managed by

J. RILEY, President.
JOHN O'BRIEN, Treasurer.
HARVEY H. WOODS, Secretary.
E. S. DICKINSON, Superintendent.

The route is from Peck-slip through South to Oliver, thence to Chatham; through the Bowery to Grand, to Christie, to Second-avenue, and terminating at Harlem. Returning, down Second-avenue to Twenty-third-street, to First-avenue, to Allen, thence to Grand, to the Bowery, down the Bowery to Chatham, to Pearl, to Peck-slip.

The fare to Sixty-third-street, six cents; to Harlem and Yorkville, seven cents.

The distinguishing light is *red*.

THIRD-AVENUE.

This road is too well known to need much notice. It is, without doubt, the most paying of all the city roads. It was built from the Astor House to Eighty-sixth-street by a private copartnership in January, 1853, under a grant from the Corporation, and was sold by them to the present company, in October of the same year, for the sum of $1,170,000. When in the hands of the first owners it was a losing concern, but under the able presidency of Mr. DARLING it has become the most productive road in the city.

The number of passengers carried during the year 1855 (the earliest date at our command) amounted to 5,770,078, and the gross earnings, $292,476; since then it has been increasing, and by their report ending Sept. 30, 1864, we find that no less than 16,700,000 passengers were carried over this road, and it is still on the increase. The earnings of 1864 from passengers were $836,514 15, being over $100,000 more than received by the New-York and Harlem Railroad for the same time. The cost of the road in 1864 amounted to $1,958,354 85; this includes the original sum of $1,170,000 paid for the road in 1853.

The capital stock is as follows:

Authorized, $1,170,000—in 11,700—$100 shares, all of which have been paid.

Funded debt	$1,180,000
Floating debt	35,000
Total	$1,215,000

Average rate, per annum, of interest on funded debt, 7 per cent.

The number of cars owned by the company is at present about 150, and the number of horses about 2,000, which, in itself, shows the immense traffic on the road. And although cars are running to and from Sixty-fifth-street every minute, and from Sixty-fifth-street to Harlem every four minutes during certain hours of the day, it is almost impossible to find sitting room in any of them during the greater part of the day.

To give an idea of the increase we subjoin a short statement of the receipts for July, August, September and October, 1864, compared with the same months of this year:

1864.		1865.	
July	$78,250	July	$98,822
August	76,051	August	94,622
September	77,379	September	93,567
October	83,083	October	94,600
Total	$314,763	Total	$381,611

Increase in 1865 of $66,848, or 21¼ per cent.

The depot of this road—a magnificent building—is situated on the Third-avenue, at Sixty-fifth-street, and occupies the entire block from Sixty-fifth-street to Sixty-sixth-street in front, and to Second-avenue in the rear. They have also a commodious depot at Harlem.

The present management is the same as that of last year, with the exception of the President. Mr. DARLING having retired a few months since, the active management is now under

ROBERT SQUIRES, President.
JOHN L. GIEL, Treasurer.
SAMUEL B. ISAACS, Secretary.

The Route.

The route is from Ann-street, through Park Row to Chatham, along Chatham to the Bowery, thence by Third-avenue, to Harlem, returning the same route.

The fare to Sixty-fifth-street, 6 cents; to Harlem, 7 cents.

Distinguishing color *light green.*

FOURTH-AVENUE, OR N. Y. AND HARLEM CITY LINE.

This is the oldest horse railroad in the United States, having been opened as far back as the year 1832, when it ran from Prince-street to Fourteenth; it was lengthened during the succeeding year, from Fourteenth-street to Thirty-second-street; in 1839 it was again lengthened from Prince-street to City Hall, and in 1851 was completed to the Astor House, as far as the city line was concerned. During the first year of its existence, however, it was not by any means a profitable undertaking, as the total receipts were only $384, while the expenses amounted to $4,650, thereby entailing a loss of $4,266. The next year, however, was far better, the receipts being $5,019, while the expenses were greatly reduced, being but $1,862, thereby giving a profit of $3,157; the next year when steam was used as far as Harlem, the profits amounted to $18,182; but during 1835, 1836, 1837, there was a loss of $36,500, since which time, however, the road has been in a state of uninterrupted prosperity.

As far as we have been able to learn, there were not over 12 cars in use when this line was opened in 1832; now, the number reaches 69.

During the year 1864, the number of passengers carried amounted to 5,795,238, and the receipts for the same period were $735,101 39.

The capital stock is as follows:

Authorized	$8,000,000
Amount paid in	6,585,050
Funded and floating debt	6,118,850

N. B.—The receipts are those of both lines, city and through lines.

The officers are:

CORNELIUS VANDERBILT, President.
WM. H. VANDERBILT, Vice-President.
WM. H. EMERSON, Secretary and Treasurer.
E. A. CHAPIN, Superintendent.

(The above gentlemen occupy the same position on the New-York and Harlem.)

The Route.

The route is from Park-row to Centre, Grand, the Bowery, Fourth-avenue, East Thirty-second-street, Lexington-avenue, East Thirty-fourth-street, Greenpoint Ferry, and returning the same route as far as Broome, where it turns off and proceeds by Centre to Park-row.

The fare is six cents. The distinguishing color *light red.*

SIXTH-AVENUE.

This road was chartered on the 6th of September, 1851, and opened on the 11th of August of the following year. Since which time it has been under three different managements. The first change was made in February, 1855, and another in February of 1864, since which period it has been under the present management, who are determined to make it a favorite road for travel. The number of cars running at the opening of the road we are unable to tell; the total number at present is about sixty; the number of horses about six hundred, and about three hundred men. New cars are being constantly built, and the old cars are broken up, a practice that would be worthy of imitation by some of the larger roads.

The number of passengers carried during the first year of the running of this line was 5,120,500, and the gross earnings $233,551, when it was completed only to Forty-fourth-street. In March, 1856, it was lengthened to its present terminus at Fifty-ninth-street, facing Central Park.

The number of passengers carried in 1864 was 8,050,674, and the gross earnings was $424,305 94.

The stock and debts of this company on the 30th September, 1864 were:

Capital stock, authorized	$750,000
Amount paid in	750,000
Funded debt (on mortgage applied to payment for real estate)	25,000

The present management of the road is:

T. BAILY MYERS, President.
G. G. WILLIAMS, Treasurer.
HENRY S. MOORE, Secretary.
J. B. BIDGOOD, Superintendent,
And a board of twelve Directors.

The Route.

From Vesey-street, corner of Broadway, to Church, through Church to Chambers, to West Broadway to Canal, to Varick, to Carmine, to Sixth-avenue and terminating at Fifty-ninth-street, and returning the same route.

The fare is 6 cents. The distinguishing color at night is *light green.*

The stables and offices are on Sixth-avenue and Forty-third-street.

SEVENTH-AVENUE AND BROADWAY.

This road was originally in the hands of private parties who sold it in June, 1864, to the present company at cost of $3,183,789 91 for the whole, including cars, (which now number 78,) horses, stables, &c., and certain real estate valued at $300,000.

It is in every respect a good road. The number of passengers carried during 1864 was 1,890,941. The total receipts for the same time was $95,550 78. The expenses for other than its construction amounted to $80,084 64.

The capital stock is:

Authorized	$2,100,000
All of which is paid in.	
Total amount of funded and floating debt is	1,275,000

The officers are:

JOHN KERR, President.
F. A. PALMER, Treasurer.
J. C. ANDERSON, Secretary,
and a board of directors.

The Route.

One branch runs from Fifty-ninth-street and Seventh-avenue to Broadway, through Broadway to Union-square to University-place, Wooster-street, West Broadway, Barclay-street to Broadway, and returns by the same route, except taking Greene for Wooster-street; another branch is through Barclay-street to Church, Canal and Thompson streets, Greenwich and Seventh avenues to Fifty-ninth-street, and back by the same route.

The fare is six cents. The distinguishing color at night for the Broadway branch, *yellow*; for the Greenwich-avenue branch, *light blue.*

EIGHTH-AVENUE AND MANHATTANVILLE.

This road was also originally constructed by private enterprise, and was opened by them in 1854, and passed into the hands of the present company the following year. The company have lengthened it, and made it one of the best-paying roads in the city, as may be seen by the fact of their paying a dividend of six per cent on their first year's operations, and in four years increasing it three-fold, or eighteen per cent.

During the first year of the operation of this road, there were 4,311,676 passengers carried, and their earnings for the same period amounted to $215,584. From the returns of 1864 we find that during that year, 9,054,012 passengers were carried over the road, and the earnings amounted to $452,700 62. As the Manhattanville branch was not opened until November, the traffic of that portion is not included in the above estimate. The earnings of 1864, however, exceeded any previous year since its construction by nearly $64,000. The number of cars run at the opening of the line was thirty, which has increased to over one hundred. The length of road which was first about four and three-quarters, is now estimated at ten miles.

The amount of stock is:

Capital stock	$1,000,000
all of which is now paid in.	
The amount of funded debt	36,000
Floating debt	25,000
Total	$71,000

The company have commodious stables and offices on the avenue between Forty-ninth and Fiftieth streets, on both sides of the avenue.

The direction is:

GEORGE LAW, President.
J. S. HUNT, Secretary and Treasurer.
A. B. WILSON, Superintendent.

The Route.

From Vesey-street, corner Broadway, through Church to Chambers, to West Broadway, to Canal, to Hudson, to Eighth-avenue, to One Hundred and Forty-fourth-street, Manhattanville—returning the same route. A branch of this road also terminates at Canal-street and Broadway. The distinguishing color at night is *light red.*

The fare to Fifty-first-street is 6 cents, and 11 cents *through.*

NINTH AVENUE.

This road was purchased by the present company in July, 1859, for the sum of $712,446, which purchase was to include a franchise covering a distance of route of thirteen miles, to the Harlem River, and certain real estate valued at about $330,000. This franchise was confirmed by an act of the State Legislature, approved in April, 1860. In July, 1859, the road was opened through Canal, Washington and Greenwich streets. During the following year, however, it was lengthened to Fifty-fourth-street, its present terminus, at a cost of some $115,000.

At the time of its purchase there were on the road twenty-eight cars; now there are about thirty-six.

The amount of earnings during the first year were $8,522 and that of 1864 $90,108 01, and the number of passengers of all classes carried in the cars numbered 1,802,160.

As to the stock, we find as follows:

Authorized capital	$800,000
Paid in	795,360
Funded and floating debt	67,000

The company's stables and offices are at Fifty-fourth-street and Ninth-avenue, and is under the management of

GEORGE LAW, President.
W. H. HAYS, Treasurer.
J. S. HUNT, Secretary.
G. W. SHERMAN, Superintendent.

Being nearly the same as that of the Eighth Avenue.

The Route.

From Barclay, corner of Broadway, through Church to Chambers, to West Broadway, to Canal, through Greenwich-street to Ninth-avenue, to West Fifty-fourth-street. Returning, through Ninth-avenue to Washington, to Canal, to West Broadway, to Barclay-street.

The fare is five cents. The distinguishing color of its light is *pale yellow.*

HUDSON RIVER RAILROAD, (CITY LINE.)

This road was opened on the 23d of January last, under the control of the Hudson River Railroad, and has in its possession some 26 cars and 175 horses. The route is from the Hudson River Railroad depot at Thirtieth-street, to their former one at Chambers-street, and terminating at Broadway and Warren-street.

The Route.

From Warren-street, corner of Broadway to Hudson, to Canal, to West, to Tenth-avenue, to depot of Hudson River Railroad, West Thirtieth-street, and returning by same route.

The fare is 6 cents, and the distinguishing color *light-red.*

BLEECKER-STREET AND FULTON FERRY.

This road was opened in April last, with 37 cars and 300 horses. The road, which has not yet been open a year, is in every prospect likely to become a very paying enterprise. We have not been favored with the returns, but from occular proof we should say it will be one of the most popular roads in the city.

The Route.

From West Fourteenth-street, near Tenth-avenue, to Hudson, to Bleecker, to Crosby, to Howard, to Elm, to Reade, to Centre, to Chatham, to Park-row, to Beekman, to South, to Fulton Ferry. Returning, to Fulton, to William, to Ann, to Park-row, to Chatham, to Centre, to Leonard, to Howard, to Crosby, to Bleecker, to Macdougal, to West Fourth, to West Twelfth, to Hudson, to West Fourteenth-street, where its stables and offices are stationed. It carries at night a distinguishing light, colored *pale red.*

THE DRY DOCK AND EAST BROADWAY

was opened in June, 1864, through Avenue D to Fourteenth-street, and a new branch through Avenue B was opened on the 20th inst., and has since been extended as far as Thirty-fourth-street. We are not able to give the amount of traffic, &c., but we believe the company is in a thoroughly flourishing condition.

The Route.

From East Fourteenth-street, corner of Avenue B, to Avenue B, to East Eleventh-street, to Avenue D, to Eighth-street, to Lewis, to Grand, to East Broadway, to Chatham, to Park-row, to Ann-street. Returning—to Park-row, East Broadway to Grand, to Goerck, to East Houston, to Avenue D, to East Eleventh-street, to Avenue B, to East Fourteenth-street. One branch line runs from Canal, at Broadway, to East Broadway, another from the Grand-street Ferry to East Broadway; another—the new branch—through Avenue B to Clinton-street, from Clinton-street to East Broadway.

The fare is six cents. The light is *half green.*

FORTY-SECOND-STREET AND GRAND-STREET FERRY.

This road was commenced in 1863 but not finished by the original owners, and it was sold to the present company who finished it.

The number of cars owned by this company is about 50, and the length of line is about eight miles running from the Forty-second-street Ferry, North River, to Grand-street. The amount of passenger traffic during 1864 was more than considerable, being about 3,500,000, and the total earnings from passengers and other sources about $335,000. The total cost of operation for 1864 was a little over $200,000, which gives a very healthy aspect to the condition of the road.

The stock authorized is $750,000, of which $660,000 has been paid in. The amount of funded debt is $261,600; the floating debt, $33,282 13.

The Route.

From foot of West Forty-second-street to Tenth-avenue, to Thirty-fourth-street, to Broadway, to Twenty-third-street, to Fourth-avenue, to East Fourteenth-street, to Avenue A, to Houston, to Cannon, to Grand, to Grand-street Ferry. Returning, through Grand to Goerck, to East Houston, to Second Avenue, to Avenue A, to East Fourteenth-street, to Fourth-avenue, to East Twenty-third-street, to Broadway, to West Thirty-fourth-street, to Tenth-avenue, to foot of Forty-second-street.

Fare six cents. Distinguishing light, *light green.*

Comparative Statement for Five Years, ending Sept. 30, 1864, of Total Number of Passengers Carried on Street Railroads in New-York.

Name of Road.	1860.	1861.
Broadway and Seventh-avenue	....	....
Central Park, North and East Rivers	....	....
Eighth-avenue	7,775,040	7,413,905
Forty-second-st. and Grand-st. ferry	....	....
Fourth-avenue	3,990,934	3,607,839
Ninth-avenue	1,984,341	1,906,086
Second-avenue	5,196,602	4,630,751
Sixth-avenue	7,398,908	6,890,801
Third-avenue	12,109,417	11,824,928
Totals	38,455,242	36,274,360

Name of Road.	1862	1863.	1864.
Broadway and Seventh-av'ue	....	....	1,890,941
Central Park, N. & E. Rivers	....	400,030	6,560,471
Eighth-avenue	7,399,096	7,771,971	9,054,012
Forty-se'd-st. & Gr'd-st. f'y	....	....	3,561,132
Fourth-avenue	3,630,227	4,256,190	5,795,283
Ninth-avenue	1,789,963	1,044,624	1,802,160
Second-avenue	4,771,119	5,636,711	6,914,122
Sixth-avenue	6,956,647	7,202,621	8,050,674
Third-avenue	11,432,992	13,200,000	16,700,000
Totals	35,879,044	40,372,356	60,328,705

Comparative Statement for Five Years ending Sept. 30, 1864, of Total Earnings of Street Railroads in New-York.

Name of Road.	1860.	1861.
Broadway and Seventh Avenue	......	......
Central Park, N. and E. River	......	......
Eighth Avenue	$388,750 20	$370,695 27
Forty-second-street and Grand Street Ferry	......	......
Fourth Avenue, (New-York and Harlem)*	1,142,850 87	1,144,980 26
Ninth Avenue	99,217 07	95,304 32
Second Avenue	263,061 73	294,580 80
Sixth Avenue	369,945 40	344,540 03
Third Avenue	610,597 17	595,724 01
Total	$2,874,422 44	$2,785,824 72

Comparative Statement for Five Years ending Sept. 30, 1864, of Total Earnings of Street Railroads in New-York.

Name of Road.	1862.	1863.	1864.
B'way & 7th Av.	......	......	$95,550 78
C. P. & N. & N. Riv	......	$19,794 89	327,013 45
Eighth Avenue	$369,984 81	388,598 54	452,700 62
42d St. & Gr. St. F.	......	......	178,056 62
4th Av. (N.Y.& H.)*	1,154,009 37	1,412,426 62	1,860,428 70
Ninth Avenue	89,498 18	97,241 24	90,108 01
Second Avenue	243,065 73	280,354 51	350,718 38
Sixth Avenue	358,032 61	370,532 65	424,305 94
Third Avenue	580,736 17	669,000 92	844,701 07
Total	$2,795,320 87	$3,237,949 37	$4,623,583 57

Comparative Statement for Five Years ending Sept. 30, 1864, of Expenses of operating Street Railroads in New-York.

Name of Road.	1860.	1861.
Broadway and Seventh Avenue	......	......
Central Park, N. and E. Rivers	......	......
Eighth Avenue	$99,925 94	$108,564 16
Forty-second-st. and Grand-st. Ferry	......	......
Fourth-av. (N. Y. & Harlem*)	369,055 19	398,156 82
Ninth-avenue	31,834 39	32,340 68
Second-avenue	195,845 51	179,501 59
Sixth-avenue	202,705 92	197,120 56
Third-avenue	357,569 08	333,190 14
Total	$1,226,965 83	$1,298,874 35

Name of Road.	1862.	1863.	1864.
Broadway and Seventh-avenue	......	......	$76,584 64
Central Park N. and E. Rivers	......	12,786 23	296,520 69
Eighth-avenue	$106,517 29	114,554 04	158,963 88
Forty-second-st. & Grand-st. Ferry	......	......	155,763 85
Fourth-av. (N. Y. & Harlem*)	418,808 37	518,177 58	708,863 51
Ninth-avenue	33,028 84	37,092 40	47,351 68
Second-avenue	177,987 79	217,546 49	311,175 81
Sixth-avenue	201,603 36	217,962 33	409,522 70
Third-avenue	347,205 05	422,143 66	658,778 06
Total	$1,284,8[illegible]1 74	$1,543,262 73	$2,821,674 82

* This includes the total receipts of the New-York and Harlem (through line) including freight.

N. B. The Bleecker Street and Fulton Ferry, Dry Dock and East Broadway, Hudson River City Line, not having been opened a year (the first and last not opened at all) at the making up of these returns, their statements are not entered in the above.

LOCAL INTELLIGENCE.

THE ATTEMPTED MURDER IN BROOKLYN.

Condition of the Injured Parties—The Relationship between Russ and Miss Dayton.

The condition of Mr. W. H. RUSS, who is still at the City Hospital, was considered as quite favorable yesterday, and the physicians have no doubt but that he will eventually recover. He still insists, however, that he will die, having not the slightest desire to live longer than he can help it. The two bullets with which he shot himself have been extracted piecemeal, with the exception of, perhaps, a fragment, which is still embedded in the skull. He speaks rationally, and answers the questions of any one who is permitted to speak to him with ease and a fluency of language truly surprising in one who must naturally suffer great physical pain. He even surprises the physicians in attendance upon him by his determined bearing while they were engaged in probing the wounds and extracting the fragments, during which time he never moved a muscle—never, in fact, manifested the least symptom of pain, but stood everything like one dead to all physical sensibility. He will undoubtedly recover, but with the loss of his right eye.

Miss FANNY DAYTON is getting along as favorably as can well be expected. The pulse, which has been up to 220, was yesterday down to 88. A thorough examination of the wounds by the attending physician, Dr. WHALEY, proves that two balls penetrated the skull—one upon the back and right side of the head, passing directly forward and a little downward toward the base of the brain. That bullet still remains where it lodged. The other entered the right side of the head, passing within the cranium, and came out about two inches from where it entered. The third wound is immediately back of the right ear. Thus it will be observed that there are four bullet wounds, which at first gave rise to the impression that four shots had been fired. A thorough examination proved that one of the balls passed through a portion of the skull, but without injuring the brain.

A number of the friends of both the unfortunate parties were at Mr. P. W. KENYON's house yesterday, in order to inquire as to the condition of the lady. Among them were Hon. Mr. STEBBINS, in whose place of business RUSS had been employed as book-keeper some years since, and Dr. F. W. GUNN, Principal of a seminary in Washington, Litchfield County, Conn., in whose family Miss DAYTON resided, and which she still considers as her home. It appears that some time previous to 1855, Miss DAYTON, then a mere child, having lost her mother, who was carried off by cholera in 1849, and being literally cast upon the world, was taken in charge by some spiritualists and converted into a medium, in which she was found to be a proficient. The frequent manifestations she had been subjected to, it was feared, would affect her nervous system, and out of sympathy for one so young, Judge EDMONDS suggested her removal to Dr. GUNN's school, where she could also be well taken care of. Mr. RUSS was of the same circle of spiritualists, and at once offered to provide for the girl. He did so. He took her to the house of Dr. GUNN, and entered into an agreement to pay for her care and tutelage. This was in the Summer of 1855. She remained there until some time in 1857, when Mr. RUSS represented to Dr. GUNN that, as his salary had been decreased, (caused by the financial crash of that year,) he found it impossible to pay for her tuition any longer. He requested that she should be allowed to go with him to Canada, to remain with his friends there, and demanded her trunks. This was refused, and the girl was from that time adopted as one of the family of Dr. GUNN. She was then thirteen years of age. RUSS had provided her with dolls and other playthings in abundance while at school, and felt such an interest in her that he labored under the impression that she ought to be allowed to do his bidding. Being disappointed in his inability to take her away, he expressed his feelings to the child by accusing her of ingratitude. He was jealous of her even at that age from the fact that she spoke very favorably of a little schoolmate of hers named HENRY GOULD. From the time RUSS notified Dr. GUNN that he should no longer pay for the girl's tuition, he has done nothing whatever for her until this Winter, when he procured for herself and brother situations in the office of the National Mexican Loan Company. Some time since, Miss DAYTON's father, whom she had not seen from childhood, and did not even know by sight, presented himself and made himself acquainted. He stated that he resided in Washington, District of Columbia, and was engaged in trade with the South, &c., &c. (Up to this time Miss DAYTON had been known by the name of FANNY STANWOOD.) Upon this she wrote a letter to Mr. RUSS, thanking him for his kindness, and stated, (playfully,) that as she had found her father, she had no occasion longer to retain her assumed name, but would resume her own. This was the first of any correspondence between the two. Deeming herself competent for some kind of light business, in order to earn her own livelihood, she applied to him to procure her some suitable position. He complied with her request by procuring the position of Corresponding Secretary in the Mexican Loan Company, which place she filled with great ability. She came to board with the family of Mr. KENYON, a friend of Dr. GUNN. Since that time RUSS, it is understood, made proposals of marriage, which she peremptorily, but kindly declined, desiring still that he should remain her friend, but that she could not accept him as a lover. This appears to have been the last act of "ingratitude." It may be proper to add that the young lady's friends are not aware that she ever stopped at the house of any of Mr. RUSS' friends, (as such.) During her visits to this city and New-York she remained in the families of Judge EDMONDS, Mr. SMITH, Mr. KENYON, and others of her preceptor's friends—also, however, acquaintances of Mr. RUSS. As to the room hired by RUSS in Broadway, for the purpose of keeping house, it is stated on Miss DAYTON's behalf, that after consulting with her friends, she deemed it advisable, under the circumstances, to decline the offer of housekeeper.

Court Calendar—THIS DAY.

SUPREME COURT—CIRCUIT—*Parts I. and II.*—Adjourned for the term. *Part III.*—Held by Justice Mullen.—Nos. 2037, 2721, 1813, 1812, 1884, 2411, 2412, 2413, 2414, 2415, 2416, 2494, 1391, 496, 1968, 282, 2091, 2628, 2710, 2716.

SUPREME COURT—CHAMBERS.—Held by Justice Barnard.—Nos. 10, 33, 44, 45, 53, 54, 64, 72, 86, 97, 104, 109, 113, 118, 123, 129, 130, 134, 151, 154, 155, 161, 162, 166, 168, 169, 170, 184, 201, 203, 205, 206, 207.

SUPREME COURT—SPECIAL TERM.—Adjourned to Jan. 15, 1866, when the following calendar will be called at 10 A. M.: Nos. 10, 33, 44, 45, 53, 54, 64, 72, 86, 97, 104, 106, 113, 118, 123, 129, 130, 134, 151, 154, 155, 161, 162, 168, 169, 170, 184, 201, 203, 205, 206, 207, 208, 209.

SUPERIOR COURT.—*Part I.*—Summing up in the Strong case. *Part II.*—Adjourned for the term.

COMMON PLEAS.—Both parts adjourned for the term.

THE NEW COUNTY COURT-HOUSE.

Progress of the Work—Observations Behind the Fence—An Hour Among Marble and Masonry.

Five months ago we paid a visit to what are to be when they are finished the new County Courtrooms—the palace of the judiciary and a prominent architectural feature of our great city. Just to get an idea of how the wheels went round during the long hours of daylight since our former visit, we edged our way through piles of brick and unsawn logs—the outward indications of the great work within—which cumber Chambers-street, and reached the office of the Superintendent, Mr. TUCKER.

On making known the object of our visit, Mr. TUCKER politely handed us over to the custodianship of Mr. WAKEFIELD, the chief clerk, under whose guidance we made the survey of the building and to whose attentive courtesy our readers are indebted for the following items, and the writer for several "hair-breadth 'scapes," on slippery places.

THE OUTSIDE.

Owing to the inclemency of the season, and possibly owing a little to the necessity of another trifling appropriation, there is much less activity around and upon the structure than when last we visited it. Then there were over four hundred men at work at the various trades called into action; now not over one hundred and fifty, all told, are employed. Still the work goes on. Sparks fly cheerily from under the hammer of the blacksmiths in the forges, and chips of marble before the chisels of the stone-masons underneath the sheds. Like a vision of oil-land innumerable derricks rise around, of every shape and size, just as if the building were one great well—and so it is, growl out the discontented tax payers—out of which a motley host of speculators are pumping might and main—he of the largest derrick doing the heaviest business.

Immense blocks of marble go up ponderously slow to form the heavy cappings of the entablatures; some of these with most powerful derricks taking two hours in their journey to the roof. As these heavy pieces of the chiseled stone have received the last stroke of the workman they are caught up in the clutches pendant from the boom of one of these great derricks, and removed in a few minutes as far as ninety feet, if necessary, from the shed in which they received their form, by a semi-revolution of the machine—to be taken up again by another, perhaps for transportation to the precise spot from which it is to be raised to its position, or brought within the reach of the railway trucks, and by them to the interior of the building for elevation by the hoister.

One of the derricks, we were informed, stands one hundred and fifty feet high, and is the largest in the United States.

THE INTERIOR.

Entering the building we shall modestly begin our round by a visit to the cellar. Alas! not like the cellars we read of under the lordly mansion of the Old World, fragrant with the odors of venerable Hock or crusty Port or sparkling Epernay, but gloomy as the crypt underneath St. Paul's, and so suggestive of that hallowed region that instinctively we looked around for the whereabouts of the famed Sir CHRISTOPHER. The place was for a moment luminous, and we fancied that we read somewhere amidst the shaping shadows, "Behold the burial place of many millions;" if you seek its monument, look around!

Here in these subterranean chambers we could form a correct idea of the tremendous pile of masonry above, in the evidences of strength in the massive blocks of stone and brick from which the innumerable arches spring in long avenues, lighted here and there by loopholes in the floor above, and branching off to right and left, like the labyrinths of the Catacombs.

We are happy in being able to announce that this portion of the building at least, is in a respectable state of forwardness, suggesting nothing further to us in the way of finish than the presence for a time of half a dozen industrious scavengers and the like number of Scotch terriers, who have not overcome their natural hatred of the rodent tribe.

THE BASEMENT.

On the first floor proper, or basement, as it is called, the work goes bravely on. Here we were introduced to the engine-house, where the cylinder of a fourteen-horse power engine occasionally oscillates, and whose state of health is as strongly indicative of the general condition of the whole establishment as the pulse is of that of the human body. On the occasion of our visit it was motionless, and we felt, whilst in its neighborhood, as if we had come suddenly upon the inanimate corpse of a departed friend, regretting, as the place was damp and the day was cold, the absence of the wonted warmth and cheery nod of its good-natured welcome; the more so as we had been told this was the only WAG about the building.

THE SCULPTORS.

Next introduced to the chamber where the sculptors are at work upon the huge Corinthian capitals which are to top the pillars of the portico, we saw with what exquisite skill the French, Italian, German and American workmen, engaged in this high branch of masonic art, carve from the shapeless snowy marble mass the delicate tracery of forms demanded by the most beautiful of all the architectural orders. A few minutes with these men, noting their careful and slow-progressing labor, the ever busy pencil, compass and graving chisel, go far to teach a lesson of patience to those who in these times, when action runs a race with thought, growl discontentedly when public palaces fail to rise like that of Aladdin in a night's-time.

Here also were being cut those beautiful projecting ornaments now being placed around the entire capping of the building, called modillions. Of these, when completed, there will be five hundred, a number in itself suggestive of the value and quantity of labor involved in the construction of an edifice covering an area of two hundred and fifty by one hundred and fifty feet, and rising to a height at its eaves from the street of eighty feet, and to the ceiling of its dome from the basement of one hundred and seventy-nine.

THE UPPER FLOORS.

Passing through the chambers on this floor, whose walls are thirty feet in height, we ascend to the floor immediately above, by the only and primitive means of doing so—the nerve-racking medium of a ladder. Here, as below, the great labor of construction, as far as stone, brick and mortar is concerned, seems to be complete, leaving the same latitude to imagination as to what changes will come over its present gloomy aspect when plasterers and carpenters and painters have given some life and color to the picture. The girders binding the massive walls together of these chambers, and supporting the fire-proof arches which form the ceilings, weigh each no less than forty thousand pounds. There are ten large chambers on a single floor, the largest measuring fifty feet by forty. "Higher still, and higher," by the same eternal round, we reach another floor, and then the

ROOF.

From this position only can any accurate idea be conceived of the size of this great pile, and the mind become in some measure reconciled to its stealthy progress upward. Here also, standing upon the coping, there is ample opportunity afforded to an eloquent New-Yorker for an indulgence ad libitum in effulgent spread-eagleism, as he sees, no matter how he turns, the broad avenues of his city lose themselves in the distance, crowded to the utmost length discernible with the moving out-door hive and its myriad vehicles of locomotion. The broad rivers, with their gigantic merchant fleets, and the countless spires of churches and of factories, standing, huge and gaunt, as beacons and landmarks in the maze of human dwellings beneath him. How different his feelings and how much loftier his eloquence than that of our fellow-citizen who, apologizing for the unseemly brown-stone rear of the City Hall, said that when that Hall was raised no citizen would ever go so far in that direction as to see behind it. Here the last flooring has just been laid, and in a few weeks more the huge iron pillars which are to support the dome will have reached this elevation, by which time it is also expected the coping will be completed around the building.

Just now, except the work in iron and the setting of the unlaid modillions, the work of the masons is necessarily suspended, as the frost precludes this kind of labor. While it is hoped that a few of the chambers will be ready for occupancy by some of the courts some time in the coming Summer, it will be seen from the mass of labor yet to do, it must be a long time before the Palace of the Justiciary will be a thing accomplished.

THE DOME

has yet to rise its eighty or ninety feet, with its span of fifty feet upon its iron pedestals.

THE PORTICOS,

with their grand Corinthian façades and polished pillars, facing the City Park and Chambers-street, are yet only upon the drawing-board of the architect. The rich wood-work of the interior may yet be, for all we know, shaking its withered leaves upon the snows in the forests of Maine; and the frescoes which are to give life and beauty to its lofty walls, and the sculptured forms which will dignify its parapets and dome, may still lie sleeping in the unconscious brain of an infant ANGELO.

And so it stands, or so it goes, if your appreciation of motion is of the microscopic character. There are, however, certain encouraging evidences of the hope that the majesty of justice will be known within its walls before the traveler from New-Zealand, seated upon London Bridge, sketches the ruins of St. Paul's.

The Trouble at the French Episcopal Church du St. Esprit—What the Churchwardens Have to Say.

To the Editor of the New-York Times:

The article in the TIMES of the 14th inst., under the above caption is so calculated to mislead the public, that a brief statement of the facts is rendered necessary for a proper understanding of the subject.

When the present Rector was installed, some thirty-seven years ago, and for several years afterward, the church was in a prosperous condition. It had a congregation of several hundred regular attendants, and was efficient in parochial work and influence.

The Rector, about twenty-five years ago, by a *coup de main* similar to that practiced at the election of 1865, hereafter stated, procured the election of a board of trustees in his interest, but in hostility to the wishes and views of the majority of his congregation. Instead of seeking legal redress, many of the most valuable members of the church left in disgust, and have never returned. From that time until very recently, the management of the church and all its affairs has been mainly under the undisturbed direction of the Rector. During this long period, the church has been constantly diminishing in numbers and in importance, so that, notwithstanding the attractions of the new church edifice, the average attendance on Divine service for the last few years has not exceeded fifty; nor are there more than from thirty to thirty-five legal voters connected with the church. Its pews would not rent, though offered at almost nominal sums; an income of $1,200 from the fund designed for the poor, a relic of former prosperity, was all absorbed in the present support of the church, and still it was running in debt; paralyzed for parochial and benevolent work, as a living power for good it had become nearly extinct. Such were the results of the "peaceful life," your informant regrets, has been recently interrupted.

The trustees elected in April, 1864, representing the views of at least two-thirds of the members of the church and congregation, aimed at reanimating this nearly lifeless corpse. Most unexpectedly, they found in the Rector, who was in the quiet enjoyment of the revenues of the church, an obstacle to all improvement, and a determination to obstruct all action. He had certified the due election of the board; yet, by collusion with the former clerk, prevented their obtaining the church books and records to which they were legally entitled, and looked forward to the election of April, 1865, as the means of regaining his former unchallenged authority.

As this could not be done by legal voters, more than a hundred persons wholly disconnected with the church were procured throughout the city and from the suburbs to come and vote the Rector's ticket. How barefaced and shameless this proceeding was may be judged when it is known that some who came to vote had never seen the church before, and had to inquire the way thither; others had never attended Divine service or had seats either in the present or the former edifice. The trustees, though apprized of what was intended, did not propose to meet fraud by fraud. They attended the polls and challenged illegal voters. Two-thirds of the legal votes were cast for their reëlection, but the Rector, who is by law presiding officer, inspector, canvasser and returning officer, all combined, told the challengers to sit down, refused to put any tests to voters, received all the illegal votes, and declared his ticket elected.

Morally dead, indeed, must the church be that would submit to such fraud. A suit of *quo warranto* was instituted in the Supreme Court to oust the incumbents under this spurious election.

On a trial, lasting two days, before a jury and E. D. SMITH, himself a churchman all his days, at which the Rector was represented by EX-JUDGE ALLEN, one of the best counsel in this city, and two or three other assistant counselors, a verdict was rendered for the contestants, and the solemn judgment of the court was entered on the 23d of November last, ousting the Rector's party, and declaring the contestants to have been duly elected and entitled to the office. An appeal—that balm for every dissatisfied suitor—was, indeed, taken. That is no stay of proceedings in such cases, as every lawyer knows. On this important point your informant was wholly in error. A stay was urgently applied for by EX-JUDGE ALLEN, but was refused by the court, as contrary to the intent of the law. If a stay were allowed during appeal, the next election would probably arrive before a hearing, and thus, by a perpetual succession of fraudulent elections, the rightful officers might be forever defeated.

The Rector now undertakes to disregard the judgment of the court; he refuses to recognize the trustees solemnly adjudged to be in office, and to be alone entitled to the management of the temporalities of the church; he refuses to call, or to attend, any meeting of the board, without which it cannot act, and arrogates to himself unlawfully those functions which belong to the Board of Trustees. To this end he assumes to rent pews and to make collections through females, to the exclusion of the proper officers. The law, in its own time, will remedy this perversity.

The interest aroused by the late trial has led to a greatly increased attendance at the church for a few Sabbaths past, which it is hoped may continue. The circulars referred to were merely a literal translation into French of the judgment of the court, with a notice appended cautioning all persons to deal only with the lawful Board of Trustees, and they were distributed as the easiest and only available method of informing the congregation of the truth as to the result of the trial, about which false reports were in circulation.

The remark ascribed to the Rector, that by far the most troublesome of his children are recent importations from Guernsey, is highly creditable for those for whom it is intended. The Channel Islands have been, as well as the United States, a safe place of refuge for the persecuted Huguenots, and it is possible that these fresh importations (which happened, however, some thirty years back) may have imbibed the spirit, if not inherited some of the blood of these French Puritans. If the "children" have given him some annoyance, it may be some satisfaction for him to reflect that on many an occasion they have saved him the mortification of wasting his eloquence on empty pews, and saved him also from the awkward predicament of addressing his congregation in the wrong gender and number.

As regards your statement "that large sums of money have been within the control of the vestry," and that "this is the bone of contention," it is sufficient to state that all money matters connected with the sale of the old building and with the erection of the new, were settled by the vestry of 1863 to the satisfaction of all parties concerned. This attempt to create a side issue is a jesuitical and insidious imputation, and could only have been made by one ignorant of the facts.

Should the events of the past year or two be instrumental in bringing the French people to a better support of the church, some way will doubtless be found to secure a permanent interest in its ministrations, and, it is hoped, restore it to its former prosperity and usefulness.

That so desirable a result may be attained, is the fervent prayer of ONE OF THE WARDENS.

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NEW-YEAR'S CALLS.—The loudest New-Year's call that we know of is that for KNOX'S inimitable hats, in anticipation of the approaching holidays. It is hardly possible for that popular hatter, whose headquarters are at No. 533 Broadway, under the Prescott House, and No. 151 Fulton-street, two doors from Broadway, to keep pace with the constantly increasing demand.

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Passengers Arrived.

In Steamship Tybee, from Savannah—Gov. Broome and lady, O. Leach and lady, Mrs. Julia Smith, Dr. G. S. Barnsley, Capt. C. H. Peck, Thos. Duff, R. J. Mailern, H. Wolfsohn, Wm. Wolf, Jas. Street, L. T. Wadley, H. Grossmeyer, Jno. Lester, S. B. Weston, D. Lakeman, Jas. Austin, George Purse, Julia R. Murphy, W. W. Moore, Jas. Dantrey, C. Noble, N. B. Nye, T. H. Broome, Jas. Mulligan, L. W. Crabbe, P. H. Ray, Jas. Roberts, J. H. Bleakie, Jos. Giline, Chas. Welhado.

MINIATURE ALMANAC—THIS DAY.
Sun rises..... 7 23 | Sun sets....... 4 39 | Moon sets.... 12 51
HIGH WATER—THIS DAY.
Sandy Hook.. 1 31 | Gov. Island. 2 20 | Hell Gate... 3 42

MARINE INTELLIGENCE.

NEW-YORK....MONDAY, Dec. 25.

Arrived.

Steamship Tybee, Crowell, Savannah, Dec. 21, with mdse. and passengers to Lewis S. Jones.

Steamship Bosphorus, (Br.,) Alexander, Philadelphia, to Tapscott & Co. 9:30 this A. M., during a thick fog went ashore on the south side of Fort Lafayette, where she now lies.

Steamship Virginia, Snyder, Philadelphia, 40 hours, to master. Dec. 24, 12 M., saw a herm brig-rigged propeller ashore near Barnegat, with signals of distress flying.

Steamship Florida, Barstow, Mobile, via Key West, 8 ds., with cotton to order.

Steamship Albemarle, Bourne, Norfolk, mdse. and passengers to Livingston, Fox & Co.

Bark John Griffin, Chase, Cardenas, 9 ds., with sugar, &c. to Jas. E. Ward & Co. Sld. in co. with brig Prince Alfred for New-York.

Bark International, (Dutch,) Atkinson, Curacoa, 26 ds., with skins, salt, &c., to Theo. Foulke. Dec. 16, lat. 34 27, lon. 75 56, spoke schr. Hope, from Mobile for New-York. Left no vessels.

Bark E. Wright, Jr., Linnekin, Mobile, 18 ds., with cotton to Chas. Carow.

Brig Josephine, (Port.,) Oliver, Oporto, 48 ds., with wine, cork, &c., to Haggemeyer & Brunn. Has been 14 ds. N. of Hatteras, with heavy N. W. winds.

Brig Kurea, (of P. E. I.,) Sprague, Havana, 12 ds., with sugar, &c., to Jas. W. Elwell & Co. Had heavy head winds most of the passage.

Brig Wild Pigeon, (Br.,) Johnson, Kingston, Jam., 29 ds., with bamboo to Jos. Eneas.

Brig J. W. Sawyer, Sawyer, Hampton Roads, 3 ds., with ordnance to U. S. Quartermaster.

Brig Belle of the Bay, Noyes, Mobile, 15 ds., with cotton, &c., to J. W. Mott.

Brig Concord, (of Bath,) Everett, Wilmington, N. C., 7 ds., with ordinance to U. S. Quartermaster.

Brig J. D. Lincoln, (of Brunswick,) Merriman, Galveston, 17 ds., with cotton to Rogers & [illegible]itch.

Brig Dirigo, Rumball, Wilmington, N. C., 6 ds., with naval stores to master.

Brig Fredonia, Howes, Wilmington, N. C., 8 ds., with naval stores to master.

Schr. Margaret Ann, (of St. John, N. B.,) Kimball, Gonaives, 18 ds., with logwood, &c., to A. Smithers & Co. Had heavy N. W. winds on the coast; sprung fore gaff. Left no vessels.

Schr. Hattie Ross, Poland, Wilmington, N. C., 6 ds., with naval stores to master.

Schr. Romeo, Norwich.

Schr. H. W. Johnson, Garrison, Norfolk.

Schr. Saml. G. Mill, Body Island.

Schr. Queen Bearse, Bearse, Philadelphia for Boston.

Schr. E. Flower, Chase, Epont for Middletown.

WIND—At sunset, S. W.

By Telegraph.

BALTIMORE, Dec. 25.—Below, bark Nellie Fenwick, New-York.

Arr. schr. C. C. Clark, Nassau, Dec. 2. Left barks Mary, for England; Camp Vail, for Philadelphia.

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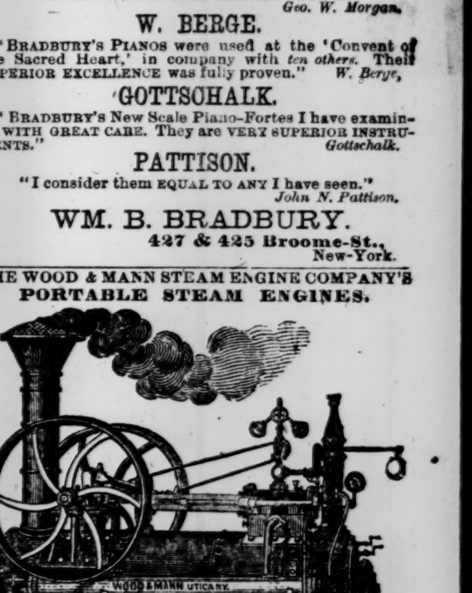
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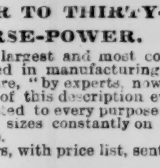

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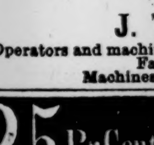

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